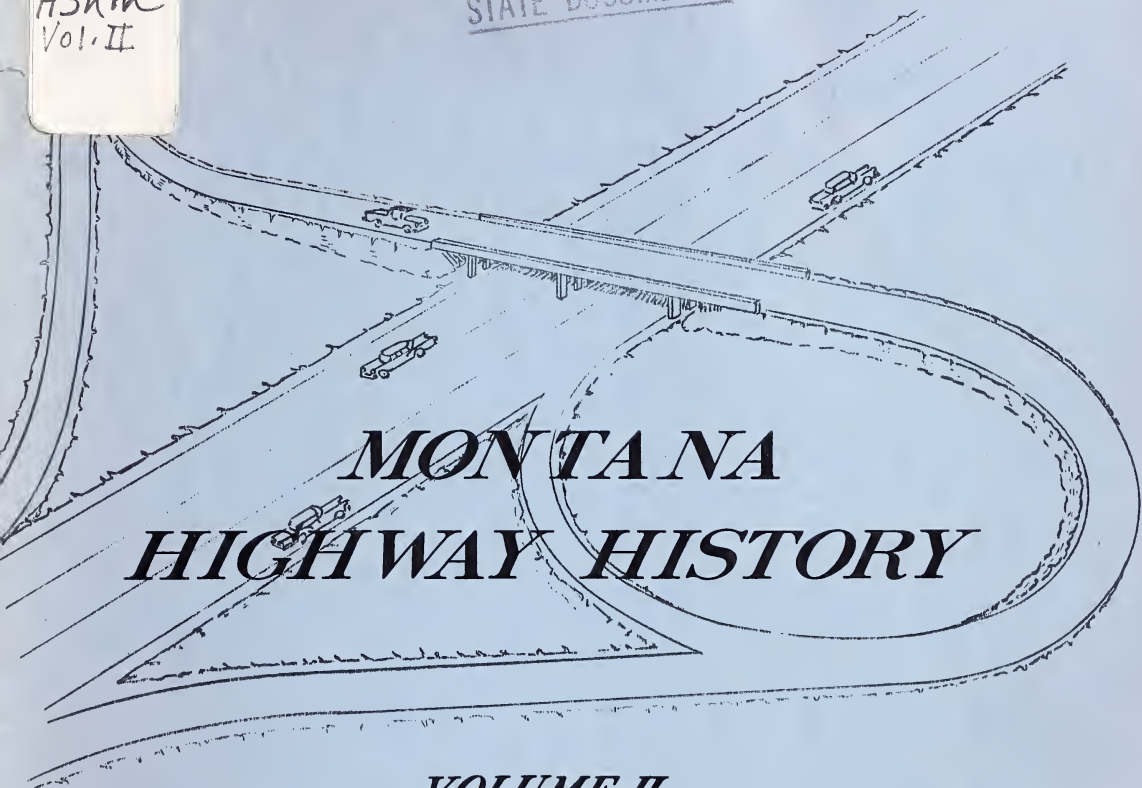


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MONTANA HIGHWAY HISTORY

VOLUME II
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MONTANA HIGHWAY HISTORY
VOLUME II

PREFACE

An historical record of highway matters in Montana was presented in a publication entitled "History of the Montana State Highway Department from 1913 to 1942". This book was released in January 1943, and it contained a condensed account of highway matters from pre-territorial days through the year of 1942.

Considerable space was devoted to the service which transportation provided in the early development of the State, but the greater part of the history dealt with highway matters as they developed during the period from 1913, when the first State Highway Commission was appointed, until the termination of that period of history in 1942.

Since the year of 1942, the history of operations of the State Highway Commission has lain in an uncorrelated mass of reports, correspondence, laws, and other source material filed in various divisions of the department. It has long been evident that a second volume of the history should be published which would provide a ready and convenient reference for principal historical developments. This current volume of "History of Montana State Highway Commission from 1943 to 1959" has been prepared to fulfill that need.

The history has been arranged to present a chronological record of the important highway developments as they occurred in each year. Considerable attention is granted to Federal laws for the reason that the laws and regulations pertaining to Federal-aid have had a strong influence on corresponding State relationships.

The annual historical record is supplemented and followed by a series of summary tables pertaining to finances, statistics, and other matters of interest in highway history.

YEAR OF 1943

In 1943, the Nation's activities were devoted almost exclusively in furtherance of the war effort. This condition also applied to the highway situation. Accomplishments in the State were governed by the following restrictions and stipulations:

1. All unexpended peacetime highway allocations of Federal-aid were frozen for the duration of the emergency. Construction was controlled by the Defense Highway Act of 1941. Projects were limited to those on the Strategic Network of Highways. This system of highways was selected as being most essential in connection with the war effort, and any project for improvement on the system had to be certified by the Secretary of War or the Secretary of Navy as to its importance. In recognition of the Federal interest in these highways, the basic Federal participating ratio was increased to 75.0% of the total cost, with the ratio in Montana being 78.5% Federal money.
2. Steel and other critical materials were under strict control and could be obtained only on a high priority rating. This provision had the effect of restricting replacement or repair of existing facilities.
3. Rationing gasoline, tires, tubes, and other automotive supplies produced a drastic reduction in wartime highway travel. This resulted in a substantial decrease in the amount of motor fuel sales with a consequent loss in the motor fuel tax which was almost the sole source of State highway revenue. The reduction in highway travel was also augmented by the fact that a large part of the State's population had entered the armed services or had migrated to other states where war industries had been established.
4. The curtailment of construction work, and to a certain extent the maintenance work, resulted in a substantial reduction in the personnel requirements of the department. Employees were encouraged to seek work related to the war effort with the understanding that every effort would be made to re-employ them after termination of the emergency. The higher salaries and wages offered by the war industries also assisted in depleting the number of highway employees.
5. To assist in the highway movement of war materials and supplies, the Federal government encouraged the States to adopt vehicular load and dimensional specifications which would be as liberal as possible, consistent with the physical condition of the highways.

Federal legislation was enacted increasing the authorizations of the Defense Highway Act of 1941. Money was also authorized for payment of claims on the part of other governmental units to compensate for damages to roads, streets or other facilities as the result of the movement of war goods and personnel. Authorizations of funds were also increased for defense access roads.

Some degree of anticipation of the future termination of the war emergency was reflected in an authorization of Federal-aid for engineering and economic investigations for postwar projects. Also authorized was a survey to determine the need for a system of express highways throughout the United States. This was the first step taken towards the designation of an Interstate System of Highways as later provided for in the Federal-Aid Highway Act of 1944.

The following State laws relating to highways were enacted during the 1943 Legislative Assembly:

1. Chapter 175 revised the financial district law by repealing the section providing that 60% of the State construction funds should be spent on unimproved mileage. The same law provided that an overrun in allocated moneys in any financial district was permitted up to 15% of the annual allocation.
2. Chapter 199 created the Montana Highway Patrol Board, to be composed of the members of the State Highway Commission. The law also contained numerous provisions regarding operation of the highway patrol.
3. Chapter 217 authorized the issuance of \$8,000,000 in highway debenture bonds to finance the anticipated postwar highway construction program. It authorized the sale of up to \$4,000,000 in bonds in 1944, \$2,000,000 in 1945, and \$2,000,000 in 1946. Existing debenture bonds were to be retired with money from the new sales. The 5¢ motor fuel tax was pledged for redemption of proposed bonds. It also provided that the gasoline tax was to be increased by 1¢ and the tax on diesel fuel was to be increased by 2½¢. A special election date was set for June 8, 1943 for the purpose of voting on this matter. In a test case, the Supreme Court declared the act unconstitutional as being in conflict with the existing law pledging support of the gasoline tax revenue for the repayment of the existing debenture bonds.

The year of 1943 could be described as a period when the major effort was devoted towards support of the war. New construction could be performed only on highways which were a part of the Strategic Network. The remaining highways throughout the State were kept in tolerable condition through the use of maintenance forces and funds. Expenditures were down from a FY 1940 high of \$10,008,000 to \$4,491,000 in FY 1943. Income decreased correspondingly

from a FY 1940 high of \$10,242,000 to a low of \$5,278,000 in FY 1943.

During this year, there was a realization that preliminary plans should be made for the resumption of highway construction after the emergency was terminated. Action was taken at both the State and Federal levels in this respect.

YEAR OF 1944

In 1944, there was a continuation of the wartime policy of restricted construction, materials and travel. There was even further curtailment of highway activities as evidenced by the drop in State Highway Expenditures to a new low of \$3,970,000 in FY 1944 and decreased income of \$4,779,000.

Being an even-numbered year there was no State Legislative Assembly; consequently, there were no new State laws pertaining to highways. There was a very important development, however, in Federal legislation.

The Federal-Aid Highway Act of 1944, which was approved on December 20, 1944, became the foundation for an extensive postwar highway construction program. It became apparent that victory was in sight and that plans would have to be made to start a postwar construction program that would rectify the accumulated deficiencies in highway construction which had occurred during the war years.

Congress authorized the appropriation of \$1,500,000,000 to be spread over three postwar years at the rate of \$500,000,000 per year. The first postwar year was defined to end June 30 following the date on which the President declared an end to the emergency or following the date that Congress, by a concurrent resolution of both houses, declared that the emergency had been relieved to the extent that justification was evident for proceeding with the construction provided for in the Act. Such a resolution was passed by Congress on October 2, 1945, establishing the fiscal year ending June 30, 1946 as the first postwar year.

The 1944 Act had far-reaching effects. It not only provided greatly increased amounts of Federal-aid, but it also expanded the types of highways on which this money could be spent for construction purposes.

The Hayden-Cartwright Act of 1934 authorized Federal-Aid for expenditure on farm-to-market or feeder roads. These roads came to be known as a Federal-Aid Secondary System. This system in Montana, comprising 103 routes of 1833.3 miles, was approved by the Public Roads Administration on February 7, 1942.

The 1944 Act granted funds for a greatly expanded Federal-Aid Secondary System with the provision that the principal secondary, feeder or farm-to-market roads should be selected by the States in cooperation with the appropriate local officials and the Commissioner of Public Roads.

It was also provided in the 1944 Act that Federal-aid funds were authorized for projects on the Federal-Aid Highway (Primary) System in urban areas. Urban areas were defined as municipalities or other urban places of 5,000 population or more.

As the result of the findings of the survey of needed expressways, as included in the 1943 Federal legislation, provision was made in the 1944 Act for a National System of Interstate Highways. This system, of not to exceed 40,000 miles, was to be located to connect the principal cities, metropolitan areas and industrial centers; to serve the national defense; and to connect with important highways in Canada and Mexico. The routes were to be selected through joint action of the state highway departments of each state and adjoining states, subject to concurrence of the Public Roads Administration.

The 1944 Act provided that the \$500,000,000 for each postwar year was to be distributed by systems as follows:

\$225,000,000 for the Federal-Aid Highway System (Primary-System)

\$150,000,000 for principal secondary and feeder roads (Secondary System) outside municipalities of 5,000 population or more.

\$125,000,000 for projects on the Federal-Aid Highway System (Primary System) in urban areas.

The \$225,000,000 for the Federal-Aid Highway System (Primary System) was to be divided among the several states on the basis of the regular and long-standing formula of 1/3 on area, 1/3 on population and 1/3 on post road mileage in each state.

The \$150,000,000 for secondary or feeder roads (Secondary System) was to be divided among the states on the basis of the same formula prescribed for the Primary System, with the exception that rural population was to be substituted for total population.

The \$125,000,000 for urban projects on the Federal-Aid Highway System (Primary System) was to be divided among the states on the basis of population in places of 5,000 or more in each state as compared with the population in places of 5,000 or more in the entire United States.

As might be expected, Montana fared well under the apportionment formulas involving factors other than population, but the State received a very small proportion of the money apportioned on the basis of urban population.

Stated briefly, Primary System money could be used to finance any eligible project on the Federal-Aid Highway System (Primary System) regardless of urban area status. Secondary System money could be used only on those eligible projects located outside cities or urban areas of 5,000 popula-

tion or more, provided that the road involved was on the approved Secondary System. Urban money could be spent only on projects on the Primary System which were located within the urban areas as defined. Interstate System money could be spent only on projects located on those routes which were included in the Interstate System. Since the Interstate System was to be included as part of the Primary System, Interstate System routes could be improved with Primary or Interstate funds, or if located in urban areas, they could be improved with Urban funds.

The 1944 Act provided only one year of grace period beyond the year of apportionment for the expenditure of funds. Failure to expend the funds within this period resulted in lapsing of the unexpended funds and their re-apportionment to other states. A later amendment of June 21, 1947 provided that a two year grace period would be allowed instead of the prescribed one year grace period.

A new provision of the 1944 Act stated that the entire cost of construction of grade crossing elimination projects could be paid from Federal funds. Only 50% of the right-of-way costs could be paid out of Federal funds. Instead of the previous practice of designating certain amounts of money for grade crossing elimination projects, the new law stipulated that up to 10% of the money for all systems could be applied to such projects. Railways were required to participate in the cost of any projects to the extent that they benefited from such construction.

YEAR OF 1945

The nation was still at war during the greater part of 1945. There was some easing of travel restrictions and release of some critical materials, but the results were not reflected in any expanded highway activity for that year. Expenditures increased moderately over FY 1944 but amounted to only \$5,466,000 for FY 1945. Receipts also increased slightly to \$5,370,00.

The State Legislature met again in 1945, and one of its principal acts was to provide for a special election for the purpose of voting on a proposed \$12,000,000 debenture bond issue to finance the State's share of the postwar highway program. The bonds were to be issued, as required, over a 10 year period beginning in 1946. The interest rate was limited to 4%, and the 5¢ per gallon motor fuel tax was pledged for support of the bonds. The outstanding debenture bonds were also to be retired from the proceeds of the new issue. The enabling legislation was contained in Chapter 39 of the 1945 Session Laws. The special election favored the bond issue by a vote of 38,756 for and 8,326 against.

Chapter 74 of the 1945 Session Laws modified a previous section of the law which restricted expenditures for engineering and administration to 8% of the State highway expenditures. The law was changed so that the 8% limitation applied only to administrative charges.

Chapter 86 prescribed that the chief engineer was to be known as the "State Highway Engineer". The State Highway Commission was granted authority to establish the salaries of the State Highway Engineer and other employees. This act also granted powers to the State Highway Commission.

Other legislation of interest included:

1. Creation of a Highway Patrol Retirement fund with the State's cost to be derived from the retention of 10% of the driver's license collections.
2. Special postwar levies were authorized at the rate of 5 mills for the county road and bridge fund and 5 mills for the city street fund.
3. A special use fuel permit was required for the purchase of motor fuel, other than gasoline, used on the highways.
4. A retirement system was created for State personnel.
5. It was specified that a previously authorized overrun of 15% in a financial district's construction funds would have to be deducted from the following year's apportionment to that district.

During the last part of 1944 and the first half of 1945, the State had engaged in a project to determine an equitable method for establishing an enlarged Secondary System and for dividing the mileage of this system among the counties in the State. It had previously been determined that an ultimate system should not be larger than 10% of the total road mileage in the State, or 6,822 miles. After considerable research and deliberation, it was decided that this amount of mileage should be divided among the counties on the basis of a two factor formula, as computed from traffic. Equal weight was given to the distribution by counties of traffic off the Primary System and the distribution by counties of the highest traffic-bearing roads throughout the State, arranged in descending order until a total of 6,822 miles was reached. The average of the mileages derived from these two computations was used in allocating the 6,822 miles to the individual counties.

The 6,822 mile system was considered to be an ultimate system which the State could eventually construct; however, the selection of an initial system was based on a much lower mileage total. After consultation with the county officials, the State Highway Commission submitted for review of the Public Roads Administration a tabulation of recommended routes equal to 2,873.8 miles. This tabulation included 1,707.2 miles of roadway which had previously been approved in prewar transactions. In the final review, the Public Roads Administration approved an initial Secondary System, as of November 7, 1945, equal to 2,465.1 miles. The remaining mileage within the 6,822 mile total was to be submitted later, as the need arose, in increments of substantial size.

On the basis of tentative allocations of Federal-aid for the post-war years, as provided in the 1944 Act, an estimate was made of the amount of construction money which would be available for Secondary System purposes. The computations showed that an estimated \$3,107,277 per year in Federal-aid would be apportioned to the State for the Secondary System. This amount of Federal-aid would require \$2,336,446 in State matching funds, and this amount of money was divided among the counties and financial districts on the basis of incomplete Secondary System mileage in each county within the 6,822 mile allocation. The same figures were used for the three postwar years of 1946, 1947 and 1948, as provided in the 1944 Act.

In accordance with the provisions of the 1944 Act, the State Highway Commission also recommended, in conjunction with actions of the adjoining states, those highways which should be included in the National System of Interstate Highways. The original submission of June 16, 1945 included the following:

1. U. S. Highway No. 10 from the Idaho line at Lookout Pass via Missoula, Butte, Bozeman, Livingston, Billings, Miles City, Glendive and Wibaux to the North Dakota line.
2. U. S. Highway No. 91 from the Idaho line at Mondia via Butte, Helena, Great Falls and Shelby to the Canadian line at Sweetgrass.
3. U. S. Highway No. 87 from the Wyoming line south of Wyola via Billings, Roundup and Lewistown to a terminus in Great Falls.

After reviewing the selection, the Federal Works Administrator approved, on August 2, 1947, the designation of U. S. Highways No. 10 and 91, but deleted the portion of U. S. Highway No. 87 from Billings to Great Falls, leaving the portion of U. S. Highway 87 north from the Wyoming line to Billings on the system.

YEAR OF 1946

The effects of the 1944 Act and the Highway Debenture Act of 1945 were becoming evident in increased highway activity during 1946. On June 15, 1946, the first issue (Series A) of the new bonds was sold in the amount of \$1,500,000 at an interest rate of 1.00%. These bonds had a ten year term with a redemption date of June 15, 1956. This money, together with other money in the State Highway Fund, was used to retire the existing bonds which had been issued under the Highway Debenture Act of 1938. Series 2 of the existing bonds, in the amount of \$1,500,000, was redeemed on July 1, 1946, and Series 1, in the same amount, was redeemed on September 15, 1946.

There normally would have been a new Federal-Aid Highway Act in 1946, but the 1944 Act had previously provided for the postwar period, so additional legislation was not necessary.

During FY 1946, receipts increased to \$7,720,766, and expenditures increased to \$7,619,044. Expenditures were approximately 39% greater than in FY 1945, but they still were only 75% of the expenditures in prewar FY 1940.

The year of 1946 may be described as a period of adjustment and transition towards a postwar period of increased highway construction and maintenance. Surveys were being made and plans were being prepared for postwar construction projects. Many highway employees, who had left the department for service in the armed forces or war industries, returned and were re-employed. Replacements were obtained for some of the deteriorated pieces of maintenance equipment.

YEAR OF 1947

During 1947 there was an acceleration of the postwar highway program. Expenditures for FY 1947 amounted to \$10,164,425 - an amount equal to the prewar high established in FY 1940 and about 33% higher than the expenditures for FY 1946.

There was no Federal legislation of importance to highways during this year.

The following minor State legislation was enacted:

1. Chapter 145 of the 1947 Session Laws increased the permissible county road tax levy to 10 mills.
2. Chapter 264 provided that the State Highway Commission could enter into agreement with the Public Roads Administration and the National Park Service for the purpose of maintaining approach roads to the National Parks.
3. Chapter 267 created a driver's examination section in the Highway Patrol and adopted the Uniform Motor Vehicle Operators' and Chauffeurs' Licensing Act.

YEAR OF 1948

The Federal-Aid Highway Act of 1948 authorized Federal-aid in the amount of \$450,000,000 per year for FY 1950 and 1951. This amount was \$50,000,000 less than the \$500,000,000 authorized in the 1944 Act.

It may be noted that the 1944 Act authorized Federal-aid from fiscal years 1946, 1947 and 1948; the 1948 Act authorized Federal-aid for fiscal years 1950 and 1951. There was, therefore, no Federal-aid authorized for fiscal year 1949. This situation occurred because many of the States were not in a position to utilize the full amount of Federal-aid apportioned under the 1944 Act. For this reason, the grace period allowed for matching the Federal-aid under the 1944 Act was extended to three years instead of the customary two year period.

The annual authorization of \$450,000,000 was divided as follows:

Federal-Aid Highway System (Primary System) - 45% - \$202,500,000
Secondary & Feeder Roads (Secondary System) - 30% - \$135,000,000
Federal-Aid Highway System in Urban Areas - 25% - \$112,500,000

The 1948 Act also required that a study be made concerning the status of improvement of the National System of Interstate Highways.

An amount equal to \$20,000,000 per year was authorized for improvement on roads on the Forest Highway System.

As the result of a financial analysis, it became evident that the additional revenue to become available from the sale of bonds would be only enough to meet the immediate needs of the department and that it would be necessary to obtain additional revenue to match the rapidly accumulating Federal-aid. In recognition of this situation, the Governor appointed a Montana Highway Planning Committee on August 19, 1948.

This committee was composed of 78 persons with representation from each of the twelve financial districts. Various industries, associations, and other groups interested in highway matters were represented on the committee.

An executive committee, composed of one person from each financial district, was selected to determine the course of action to be taken. After analyzing the situation, studying the available information, and conferring with numerous groups, the committee presented several recommendations to the Governor. Briefly stated, recommendations were made that:

1. It was evident that an additional \$2,500,000 per year would be required to place the State in a position of meeting its financial needs.
2. To raise the additional \$2,500,000, the gasoline tax should be raised to 6¢, the diesel tax to 8¢, and a tax should be collected for other types of fuels used on the highways.
3. A highway use tax should be applied at the following rates.

Passenger cars - \$1.00 per passenger capacity, with a maximum of \$5.00 per vehicle.

Trucks and trailers - \$5.00 per ton for vehicles of 2 ton or less; \$10.00 per ton for vehicles over 2 tons.

4. A determined effort should be made to reduce fraudulent motor fuel tax refund claims. Six additional inspectors should be employed to assist in a vigorous enforcement program.

5. The State Highway Commissioners should be selected from the State as a whole, rather than from the five commissioner districts.
6. A study should be made of the possibility of revising the formula for dividing the State construction funds among the twelve financial districts. It was recommended that consideration be given to factors such as the number of persons served, the volume of traffic, the tonnage of traffic, and the revenue produced from traffic using the highways.
7. The 7% System should be reduced to a suitable size by deleting mileage that:
 - a. Exceeded the amount that the State could reasonably expect to construct and maintain properly.
 - b. Was of local service and that did not serve traffic of statewide origin.
 - c. That served only a small volume of traffic, regardless of origin or location.
8. A new committee should be appointed by the Governor to include at least two members from the Senate and two members from the House and also other persons to represent the broad interests of the State. Since Montana was the only state having a financial district law, a study should be made concerning the desirability of continuing or discarding the law.
9. Congress should be memorialized to liberalize the amount of Federal money authorized for Forest, Indian, and Federal Lands highway projects and also to increase the Federal participating ratio for Federal-aid projects.

Expenditures for FY 1948 amounted to \$14,200,052, an increase of 40% over FY 1947.

Series B Bonds in the amount of \$2,000,000 were sold on April 1, 1948 with an interest rate of 2.00%. Series C Bonds were sold on July 15, 1948 in the amount of \$3,000,000 with an interest rate of 1.90%.

YEAR OF 1949

The recommendations of the Montana Highway Planning Committee were presented to the Thirty-First Legislative Assembly with the following results:

1. Chapter 167 of the 1949 Session Laws authorized an increase in the motor fuel tax to 6¢ per gallon. No special taxation was enacted for diesel or other motor fuels.

2. Chapter 208, known as the Motor Vehicle Use Tax Act, enacted new fees to be applied to vehicles for use of the highways. Passenger cars paid a flat fee of \$3.00. Taxes on trucks ranged from \$5.00 for trucks of 1 ton or less to \$100.00 for trucks over 5 tons. Trailer fees ranged from \$2.00 for trailers of 1 ton or less to \$100.00 for trailers over 5 tons. Temporary trip fees were established for out-of-state vehicles.

It was learned that new passenger cars, purchased after the assessment date of January 1 of the year, were not subject to property tax for that year. This was considered to be an inequitable situation, and it provided a potential new source of revenue for support of highways. Chapter 208 provided that a fee should be collected on these vehicles ranging from \$32.00 downward to \$8.00, depending on the quarter in which the vehicle was purchased.

Reciprocity on truck and trailer registration was allowed under Chapter 208 in accordance with the existing practice.

The county treasurers were charged with the responsibility for collecting all taxes under Chapter 208. The counties were to retain 5% of the fees for collection expenses, with the remaining 95% to be deposited in the State Highway Fund.

Chapter 51 of the 1949 Session Laws provided that moneys in the State Highway Fund could be spent on toll bridges if the State Highway Commission decided that such action was desirable.

Since the Legislature did not take any action towards the creation of another highway planning committee, the Governor appointed a new committee on September 13, 1949. This group was known as the Governor's Interim Highway Committee. Sixty persons were appointed to the Committee from the 12 financial districts, and an additional 20 persons were selected on a statewide basis from various industries, associations and other groups interested in highway matters. Since the greater part of the activity of this Committee occurred during 1950, the accomplishments of the group are described in the section devoted to that year.

The last group of bonds, known as the Series D Bonds, was sold on March 15, 1949 in the amount of \$5,500,000 and at an interest rate of 2.00%. The debt service charge for payment of interest and principal on all bonds amounted to \$1,422,000 per year following the date of the last sale. This amounted to a substantial reduction in the revenue available for highways which was to be felt for many years until the bonds were finally retired.

YEAR OF 1950

The Governor's Interim Highway Committee continued its investigation

of the highway problem during 1950. One member from each financial district was selected to serve on the executive committee. The investigation of this committee was very extensive and many factors were considered which had not been reviewed by the previous committees.

After a comprehensive review of the highway situation, and after consultation with numerous groups which were interested in highway matters, the Committee presented several recommendations in its report to the Governor. These recommendations were contained in a report entitled "A MONTANA HIGHWAY PROGRAM - Report and Proposal of the Governor's Interim Highway Committee, 1950".

The following is a condensed version of the recommendations of the Committee:

1. It was recommended that a 12 man State Highway Commission be established in place of the present 5 man Commission. One commissioner was to be appointed by the Governor from each of the 12 financial districts. Staggered terms of eight years were recommended for the members.
2. A long range highway program should be prepared by financial districts and published so that the citizens could be informed of proposed developments.
3. An administrator should be appointed by the Commission to direct the activities of the department. The Administrator shall have the power to employ or discharge employees.
4. A merit system should be established to control the selection, promotion, or dismissal of employees.
5. It was felt that the present load limits specified for vehicles operating on the highways were sufficiently high to permit proper usage of the highways. It was recommended that there be no increase in the legal load limits and that the present limits be strictly enforced.
6. In conformance with a general belief that there was considerable evasion of the motor fuel tax because of illegal refunds, it was recommended that there be stricter enforcement of the law pertaining to refunds and that consideration be granted to a proposal that motor fuel sold for non-highway use be colored or otherwise identified separately from the motor fuel sold for highway use.
7. The existing Highway Use Tax was to expire on December 31, 1951, and the Committee recommended that this law be replaced with a Gross Vehicle Weight Tax Law. The use tax fee on trucks and trailers was based on the manufacturer's rated capacity of the vehicle, and the Committee felt that the gross operating weight

of the vehicle was a better base for taxation.

It was recommended by the Committee that the method of taxation of buses , trucks and trailers be changed from the existing combination of a graduated use tax and a graduated license fee, based on rated capacity, to a graduated gross vehicle weight tax and a flat license fee of \$10.00. The recommended gross weight fee ranged from \$11.00 for a vehicle weighing less than 6,000 pounds to \$342.00 for a vehicle weighing 42,000 pounds. A fee of \$30.00 per ton was specified for weights in excess of 42,000 pounds.

Small trailers (up to 1,000 pounds) were to pay a \$5.00 weight fee and a \$5.00 license plate fee. House trailers were to pay a fee equal to 50¢ per foot of overall length, plus a \$5.00 license plate fee. Mileage rates were specified from 6.00 mills to 36.50 mills per mile, depending on weight, for itinerant trucks. Farm trucks were to be granted half rates up to 14,000 pounds but were to pay full rates for 14,000 pounds and over. It was recommended that the new passenger car tax be changed from a flat rate to a rate based on 1% of the FOB factory price of the vehicle, with quarterly adjustments.

8. The Committee recommended that the 2% Petroleum Production Tax be deposited in the State Highway Fund instead of the General Fund. It also recommended that the surplus of income over expenses of the Montana Railroad Commission be deposited in the State Highway Fund instead of the General Fund.
9. It was felt that the advertising expenditure of the State was toolow and that the amount should be increased to at least 4 or 5 times the present rate.
10. It was recommended that right-of-way be purchased far in advance of the proposed contract award in order to obtain a better price for the State. It was also felt that assessed valuation of the property should be considered as prima facie evidence of the value of the property.
11. An "Anti-Diversion Amendment" to the Constitution should be passed so that highway-user revenue could not be diverted to non-highway purposes.
12. The highway patrol fines, fees and forfeitures should be used for support of the Highway Patrol instead of the existing procedure where this money was deposited in the General Fund and appropriations for the Patrol made from the General Fund. It

was also recommended that the size and operations of the Highway Patrol be enlarged.

13. Other recommendations included the imposition of a motor fuel tax on fuel, in excess of 20 gallons, brought into the State in the tanks of trucks; staggering of license plate expiration dates to relieve the rush in the first two months of the year; the improvement of highway construction specifications so that there would be less element of risk to the contractor and he could lower his bid prices; full consideration be given to highway safety in the design and operation of the highway system; and a recommendation that a Legislative Fact-Finding Committee be appointed to continue the study of the highway situation. It was suggested that this committee be composed of six members from the Senate and six members from the House.

Considerable space has been devoted to the recommendations of the Governor's Interim Highway Committee for the reason that this Committee had made a very extensive review of the highway situation, and the recommendations of the Committee were to have considerable influence on State legislation in the Session of 1951 and later sessions.

The Federal-Aid Highway Act of 1950 provided for Federal-aid authorizations for fiscal years 1952 and 1953. The following annual amounts were authorized:

\$225,000,000 for Federal-Aid (Primary) Highway System

\$150,000,000 for Federal-Aid Secondary Highway System

\$125,000,000 for Federal-Aid (Primary) Highway System in urban areas.

The moneys were divided among the states on the basis of the existing formulas. States were allowed the year of apportionment plus two additional years for expenditure of the funds.

A new provision of the law required that each state have a Secondary Roads Division in the department in order to qualify for Federal-Aid Secondary System funds.

The new law provided that Federal-aid could be used to pay the principal on bonds sold by the states for the purpose of expediting construction on the Federal-aid systems. Such use of Federal-aid was restricted to the proportion that would prevail in normal construction procedures.

Another provision specified that further Federal-aid could not be spent in any county or city where these local governments had failed to meet maintenance responsibilities with respect to projects which had previously been improved with Federal-aid within their jurisdictions.

It was required that the state highway departments hold public hearings in any instances where proposed construction on Federal-aid systems would bypass any city or town.

Authorizations of not to exceed \$75,000 were provided to assist in the President's Highway Safety Conference.

By the year of 1950, State highway revenue had reached \$18,395,722 and expenditures amounted to \$18,382,296. The expenditure rate was almost double that of 1940, and highway operations were proceeding at an accelerated rate.

As the result of a re-computation of the Primary System mileage chargeable against the 7% limitation, it was determined that mileage was available for the designation of additional routes on the Primary System. This extra mileage became available for two reasons:

1. It had been determined that mileage in urban areas (cities of 5,000 population or more and their designated environs) would no longer be charged against the 7% System mileage.
2. Over a period of years and as the result of highway relocations, the length of the Primary System highways had been shortened to the extent that additional mileage became available within the 7% System limitations.

This available mileage was utilized by designating two additional routes on the Federal-Aid Primary System.

The highway from Circle to Sidney was approved by the Bureau of Public Roads, effective September 20, 1950. The new route was described as follows:

Route 51 - From a point on Federal-aid road No. 25 north of Circle to a point on Federal-Aid road No. 20 near Sidney.
(The western terminus of this route was changed to a point on FA Route 15 south of Circle as of September 13, 1951.)

This routing absorbed FAS Route 260 from Sidney to Lambert; therefore, FAS Route 260 was deleted from the Federal-Aid Secondary System.

In the second transaction, FAS Route 210 along the east shore of Flathead Lake was designated as Route 52 and was approved by the Bureau of Public Roads as of November 13, 1950. In concurrent action, FAS Route 210 was deleted from the Federal-Aid Secondary System.

As the result of these actions, the Primary System mileage chargeable against the 7% System limitation amounted to 4,702.4 miles, a technical overrun of 5.4 miles above the permissible limit of 4,697.0 miles.

YEAR OF 1951

Many of the recommendations of the 1950 Interim Committee were introduced as proposed legislation during the Thirty-Second Legislative Assembly, but the only acts of importance to pass were those pertaining to a gross vehicle weight tax and a companion bill establishing a flat fee basis for registration.

Chapter 219 of the 1951 Session enacted a gross vehicle weight tax on trucks ranging from \$6.00 for trucks under 6,000 pounds to \$320.00 for trucks under 42,000 pounds. Fees for trailers were established at a level equal to 75% of the corresponding fees for trucks. Farm vehicles were granted a special rate equal to 20% of the regular rate, and a 60% rate was established for livestock and logging vehicles. Buses were taxed at the rate of \$7.00 for each seat in excess of 7 seats. The new car passenger car tax was set at 1 $\frac{1}{2}$ % of the FOB factory price. Temporary trip permit fees were provided amounting to \$5.00 for trips under 400 miles and \$10.00 for trips over 400 miles. Vehicles under 6,000 pounds were exempt from the temporary trip fees. The counties were permitted to retain 5% of the fees collected under this act; the remaining 95% of the fees were to be deposited in the State Highway Fund.

This act became effective on January 1, 1952 and replaced the Motor Vehicle Use Tax Act which was to expire on December 31, 1951.

Chapter 221 established a flat registration fee of \$10.00 for trucks and trailers in lieu of the previous fees which were graduated according to the rated capacity of the vehicle.

Chapter 204 enacted a financial responsibility law which provided that persons involved in accidents resulting in death, personal injury, or property damage exceeding \$100.00 would have to produce evidence of liability insurance or post a bond of suitable amount. Failure to do so would result in suspension of the driver's license.

The legislation enacted during the 1951 Session accomplished very little towards the objective of providing sufficient revenue to permit the State to match Federal-aid promptly upon its apportionment. The annual income from the Gross Vehicle Weight Tax was approximately equal to that of its predecessor, the Motor Vehicle Use Tax. During the following years, various interim groups recommended different methods of raising new revenue, but the moderate increases which were enacted were only enough to keep pace with the rising cost of operating the department, exclusive of construction activities.

The need for additional State revenue was further complicated by the increasing amounts of Federal-aid made available to the states. It was recognized at the national level that highway deterioration and obsolescence was increasing faster than the rate of replacement construction; therefore, the Federal-aid authorizations were increased with the passage of each biennial Federal-Aid Act. Corresponding action at the State level lagged with the

result that the State continued to lose ground in the effort to obtain sufficient revenue to permit the full and prompt matching of available Federal-aid.

YEAR OF 1952

The Federal-Aid Highway Act of 1952 authorized a total of \$550,000,000 in Federal-aid apportionments for fiscal years 1954 and 1955. This amount, which was 10% greater than the 1950 Act authorizations, was distributed as follows:

\$247,500,000 for Federal-Aid Primary Highway System

\$165,000,000 for Federal-Aid Secondary Highway System

\$137,500,000 for Federal-Aid Primary Highway System in urban areas.

For the first time, a special authorization of \$25,000,000 was made for the Federal-Aid Interstate Highway System. This amount could be spent only on the Interstate System projects, and it was to be matched by the states in the same ratio that prevailed for the other Federal-aid highway systems. Forest Highway System authorizations were also increased from \$20,000,000 per year to \$22,500,000 per year.

In recognition of the seriousness of the accident rate on the Nation's highways, the 1952 Act increased the authorization for the President's Highway Safety Conference from \$75,000 per year to \$150,000 per year.

In November 1951, a new Governor's Interim Highway Financing Committee was appointed to make a further study of highway matters. During the year of 1952, this committee reviewed the actions and recommendations of previous committees and analyzed the new developments which had occurred.

Serious consideration was given to the possibility of setting a financial goal that would permit completion of all unconstructed portions of the Primary System. It was found that such a goal would be beyond reason at the time, and the decision was reached to concentrate on a proposal that the motor fuel tax be increased one cent to provide more revenue for the purpose of matching Federal-aid.

This proposal was placed before the voters on Initiative Measure No. 55. Despite a concerted effort to inform the public of the need for this revenue, the measure failed by a vote of 76,627 to 102,455.

In its report to the Governor, the Committee stated:

"This committee finds that other than technical details, the major problems confronting any State Highway Commission are (1) the

lack of sufficient finances for the proper advancement of the State's highway program, and (2) the injection of politics in this annual multimillion dollar program."

As a solution to this problem, the Committee's recommendations were summarized as follows:

1. Reconsideration be given to the previous proposal that the State Highway Commission be composed of 12 members to be appointed by the Governor from each of the State's financial districts. The previous proposal was modified to the extent that not more than 7 members of the Commission should belong to the same political party and that appointments be made for staggered terms of 6 years. No commissioner could be removed from office except for cause determined by court action.
2. A merit system be established for State Highway Commission personnel which would govern the "employment, classification, promotion, demotion, suspension, transfer, layoff, or discharge of its appointive officers and employees". Political activities of the employees would be prohibited.
3. The special GVW Tax rate for farm trucks be limited to those trucks under 20,000 pounds registered gross weight.
4. The motor fuel tax collection and refund functions of the State Board of Equalization be strengthened through the employment of 6 additional auditors. A fee of \$1.50 be imposed for a permit for refund claimants.
5. The surplus collections of the Montana Railroad and Public Service Commission be deposited in the State Highway Fund instead of the General Fund. Also, the proceeds of the Oil Producer's License Tax be deposited in the State Highway Fund.
6. That legislation be enacted to prevent the diversion of motor fuel tax revenue to functions other than highway purposes.
7. That the appropriations for advertising the State be increased to amounts comparable with other western states.
8. That a more equitable method be devised for dividing Secondary System construction funds among the counties and financial districts.
9. That the State Legislature memorialize Congress to repeal the present 2¢ tax on gasoline for the reason that the tax was imposed as an emergency measure and other Federal excise taxes are sufficient without the gasoline tax.

10. The legislature provide for the creation of a highway fact-finding committee, to be composed of Senators and Representatives.

The effectiveness of these recommendations is described in the section pertaining to the year of 1953.

On December 9, 1952, the Bureau of Public Roads approved an adjustment of the Primary System in the vicinity of Browning and East Glacier. In this adjustment, FAP Route 44 from East Glacier to Browning was deleted from the system and this section of highway was designated as a part of FAP Route 1. The section of highway from East Glacier to Kiowa was designated as a spur to FAP Route 1, and the section from Kiowa to Browning was included in FAP Route 3.

YEAR OF 1953

The following laws were enacted by the 1953 Session:

Chapter 31 authorized the creation of a Toll Bridge Authority, to be composed of members of the State Highway Commission. The Authority was authorized to sell bonds and to take other action necessary to construct, maintain and operate toll bridges. It was specified that no toll bridge should be located within 50 miles of an existing free bridge, except on petition of 20% of the taxpaying freeholders of the county or counties involved.

This law was enacted specifically to provide for a toll bridge over the Missouri River between Lewistown and Malta. Action was never taken; however, for the reason that it was later found that the bridge could be financed out of regular financial district fund allocations, with the assistance of a substantial amount of Federal Lands money which was made available because the bridge was located in the Fort Peck Game Range.

Chapter 73 permitted an increase from 73,280 pounds to 76,800 pounds as the maximum load which could be imposed on the highways by a combination of vehicles.

Chapter 94 abolished the inactive body known as the State Highway Traffic Advisory Committee and transferred the duties and functions to the Director of Civil Defense.

Chapter 118 enacted, in part, the recommendations of the Governor's Interim Highway Financing Committee concerning the composition and functions of the State Highway Commission. The composition of the Commission was retained at 5 members, but it was specified that not more than 3 members should belong to the same political party. Staggered terms of 4 years were established with varying lengths of terms during the first four years. The Chairman was to be chosen by the Commission members and was to serve for one year. The per diem payment of the Commission members was increased from \$10.00 per day to

\$15.00 per day, with a maximum of \$1500.00 per person during one year.

Chapter 133 imposed a tax on vehicles which were being moved into or through the State via the caravan method. Fees included a \$100.00 annual permit, \$1.00 plate fee, and a fee of \$5.00 per trip per vehicle. The State Highway Fund was to receive 95% of the collections, with the Registrar of Motor Vehicles retaining the other 5% of the collections.

Chapter 139 modified the Gross Vehicle Weight Tax Law. It provided that personal trailers up to 2,500 pounds would be exempt from taxation under this law. Commercial trailers up to 2,500 pounds were charged a fee of \$3.50, and those from 2,501 pounds to 6,000 pounds charged a fee of \$4.50.

Trucks and trailers, traveling more than 24,000 miles per year on State Highways, were required to pay a fee equal to 125% of the fee regularly applying to such vehicles. House trailers were charged at the rate of 50¢ per foot of length, exclusive of bumpers and hitch. A minimum fee of \$4.00 was established for trucks. Logging and ready-mix concrete trucks and trailers were assigned a special rate equal to 75% of the normal rate. A similar rate of 60% was established for livestock-hauling vehicles and lowboy trailers.

Chapter 178 abolished the State Parks Commission and transferred the functions to the State Highway Commission.

Chapter 195 provided that proportional registration could be permitted for fleets of vehicles engaged in interstate operation.

Chapter 212 specified that not to exceed \$65,000 per year could be expended from the State Highway Fund for the purpose of advertising the State. Money for this purpose had previously been paid out of the General Fund.

Chapter 215 established a new set of registration (license plate) fees as follows for trailers: Under 2,500 pounds - \$2.00; 2,500 pounds to 6,000 pounds - \$5.00; over 6,000 pounds - \$10.00.

Chapter 221 required that refund claims be filed within 8 months after date of purchase. The Board of Equalization was allowed 120 days to process the claims. A refund permit fee of \$1.00 was established, with the provision that the permit be renewed every 5 years.

Chapter 240 provided that State construction funds should be allocated to the various State highway systems in proportion to the amounts required to match Federal-aid. The previous law was passed at a time when there was only a Primary System, and by interpretation, it had been applied to the Secondary System. This new law clarified the procedure. The new law also specified that construction funds for the Secondary System should be divided among the counties and the financial districts on the basis of a formula granting equal weight to land area, rural population, rural road mileage, and value of rural lands.

The prevailing law permitted a financial district overrun of expenditure for the Primary System in the amount of 15% of the allocation; the new law extended the same provision to the Secondary System.

Up to this time, Urban funds had been combined with Primary funds in the allocation procedure. The new law provided that the Urban funds should be divided among the 13 eligible cities, of 5,000 population or more, in proportion to the population of each city as shown in the 1950 Census. Because of the small amount of money allocated to each city, a restriction on the amount of overrun of expenditure would have seriously hampered an orderly construction program. For this reason, the 15% overrun provision was not applied to the Urban funds.

YEAR OF 1954

The Federal-Aid Highway Act of 1954 increased the authorizations for Primary, Secondary and Urban funds from \$550,000,000 per year to \$700,000,000 per year. An additional \$175,000,000 per year was authorized for the Interstate System. This money was to be apportioned to the States on a formula of one-half in proportion to the total population of each state and one-half on the basis of the regular formula pertaining to Primary System funds.

In recognition of the major interest of the Nation in the improvement of the Interstate System, the matching ratio was changed to 60% Federal money and 40% State money. When the adjustment was made for Federal land ownership in Montana, the ratio in Montana amounted to about 65% Federal money and 35% State money.

A new provision permitted the states to transfer up to 10% of the money from one system to another, provided that the transfer did not increase the apportionment to the recipient system by more than 10%. To become effective, such a transfer had to be approved by the Governor of the state involved and by the Secretary of Commerce.

Another section provided for the establishment of a Secondary Road Plan. This provision was intended to relieve the Federal government of the responsibility for reviewing the details concerning surveys, plans, contract awards and other items pertaining to Secondary System projects. This plan did not relieve the Bureau of Public Roads of the responsibility for system approval, program approval, for final inspection and acceptance of constructed projects.

Section 13 of the 1954 Act required that a study be made of all phases of highway financing and that estimates be made of the cost of completing state and other highway systems in each state. This was a comprehensive study which produced the first reliable estimate of the cost of completing, to adequate standards, the entire road, street, and highway network in the Nation. The results of this study were used by the Clay Committee (President's Advisory Committee on a National Highway Program) in its report concerning the amounts of money necessary to serve the transportation

needs of the country. It also included an analysis of the feasibility of constructing additional toll roads to meet the transportation needs.

For the first time, road extensions through urban areas were made eligible for Secondary System inclusion. Extensions of Secondary System routes into or through urban areas were also made eligible for improvement with Federal-Aid Urban funds.

A new Governor's Interim Highway Committee was appointed during 1954. This committee held an organization meeting on March 22, 1954. The full committee was composed of approximately 70 members. Of this number, an executive committee was selected, consisting of one member from each financial district.

After thoroughly reviewing the highway problem and meeting with interested groups, the Committee presented the following recommendations:

1. That additional financing should be obtained on a pay-as-you-go basis instead of through bond financing.
2. The tax rate on gasoline should be increased to 7¢ per gallon and the tax rate on diesel fuel should be raised to 9¢ per gallon.
3. The GVW tax rate on farm trucks should be increased to 60% of the normal rate instead of the prevailing 20% reduced rate; the prevailing reduced rate of 75% for trailers should be raised to a full rate; the entire rate schedule should be raised about 16% above the prevailing amounts; a minimum fee of \$4.00 should be set for both trucks and trailers; those vehicles which could legally exceed the 42,000 pound limitation should pay a fee proportionate to the extra weight involved.
4. A model diesel tax law should be adopted to assure that all taxes are collected. This law involved the bonding of both dealer and user.
5. An anti-diversion amendment to the constitution be adopted to assure that highway-user revenues could not be diverted to non-highway purposes.
6. Opposition be expressed to any change in the Federal-aid apportionment procedure which would be detrimental to the State of Montana.
7. Special permit fees be established for construction equipment or other types of off-highway equipment. Also, fees be established for the issuance of special permits for overweight, overheight, or overwidth vehicles.

8. A tax be collected on gasoline, in excess of 20 gallons, brought into the State in the tanks of trucks.
9. Assist the State Board of Equalization to obtain additional appropriations for the purpose of enforcing the law concerning motor fuel tax collections.
10. The assessed valuation of property be considered along with other factors in condemnation cases.
11. Any increase in the amount spent for advertising the State should come from sources other than the State Highway Fund.
12. The surplus revenue of the Montana Railroad and Public Service Commission should be deposited in the State Highway Fund instead of the General Fund.
13. The Legislature was urged to provide for the creation of a Legislative Fact Finding Committee to serve during the interim between legislative assemblies.

The foregoing were the principal recommendations of the Committee. Supplementary suggestions included:

1. A revolving fund be established so that right-of-way could be purchased in advance of immediate requirements, thereby saving money for the State.
2. Fines and forfeitures collected as the result of Highway Patrol activity should be deposited in the State Highway Fund instead of the General Fund.
3. Controlled access be established for important highways, especially the Interstate System.

As reported under the section for the Year of 1955, this Committee was very successful in obtaining legislative support for the foregoing recommendations.

YEAR OF 1955

The Thirty-Fourth Legislative Assembly met in January 1955. A great deal of time and attention was devoted to highway legislation during this session, and numerous laws were enacted.

Chapter 17 exempt from the gasoline tax those sales of aviation gasoline which were supported by a duly executed exemption certificate. The exemption did not apply to the 1¢ tax for the support of the State Aviation Fund.

Chapter 30 dealt with a special highway situation in the vicinity of Yellowstone Park. A portion of the West Gallatin Highway, which was located in a Wyoming section of Yellowstone Park, was in need of reconstruction. Since neither Wyoming nor the National Park Service had much interest in the highway, it was necessary to enact a law which would permit the inclusion of the section in the Montana State Highway System.

Chapter 88 renewed the authorization for an annual expenditure of \$65,000 from the State Highway Fund for the purpose of advertising the State of Montana.

Chapter 91 authorized the State Highway Commission to enter into contracts with the counties for the purpose of enabling the counties to construct, with their own forces, projects which were located on the Federal-Aid Secondary System.

Chapter 99 enacted the recommendation of the Governor's Interim Highway Committee that a Fact Finding Committee be created by the Legislature for the purpose of investigating and reviewing highway matters during the interim between sessions. The new committee was described as the Montana Fact Finding Committee on Highways, Streets, and Bridges. The Committee was to consist of 12 members, to be appointed by the Governor from each of the State's 12 financial districts. Not more than 6 members could belong to the same political party.

The Committee was to serve until the next regular session of the Legislative Assembly and was charged with the responsibility to submit a full report to that assembly on or before the tenth legislative day of 1957. It was given broad powers to investigate all phases of highway transportation. Provision was included for the employment of an executive director and other necessary personnel.

The principal objectives of the Committee included:

1. Determination of the needs and costs of bringing all highway systems to adequate standards.
2. Assignment of these costs among the various beneficiaries of highway transportation facilities, including the benefits to general taxpayers and property owners.
3. Apportionment of the highway-user portion of the costs among the various types of users and vehicles.
4. Determining equitable tax rates to be assigned to the various types of vehicles. It was specifically required that the weight-distance tax principle be given thorough review and consideration.
5. An analysis of the present highway classification by system and recommendations concerning possible revisions.

An appropriation of \$35,000 was authorized to meet the expenses of this committee. It was specified that this money should be advanced from the State Highway Fund with the provision that reimbursement would be made from special fees collected in the amount of \$0.25 from trucks up to 6,000 pounds; \$0.50 from trucks and trailers from 6,000 to 24,000 pounds; \$1.00 for trailers over 24,000 pounds and from passenger buses under the GWV law; \$1.50 for trucks over 24,000 pounds.

Chapter 104 empowered the State Highway Commission to designate controlled access highways on the National System of Interstate Highways and also empowered state, county, city and town highway authorities to establish controlled access facilities where required to relieve traffic congestion.

Chapter 106 authorized the State Highway Commission to allocate State construction funds for the special purpose of constructing costly bridges which could not be financed under the regular provisions of the financial district law. Specifically, the law authorized the allocation of not to exceed \$1,000,000 per year for the purpose of constructing bridges on the Primary System which would cost more than \$500,000 per bridge according to the engineer's estimate. This special money was to be segregated from the State construction funds for the Primary System prior to the regular allocation to the financial districts. The special money was to be repaid over a period of five years by deducting equal annual amounts from the future allocations to the financial district in which the bridge was located.

Chapter 109 was a companion law to Chapter 91 in that it authorized the counties to enter into contract with the State Highway Commission and the Bureau of Public Roads, or other Federal agency, for the purpose of constructing Secondary System roads with county forces, with payment to be made from State and Federal highway funds.

Chapter 143 created a State Reciprocity Board to be composed of five persons with representation from the Registrar of Motor Vehicles, State Highway Patrol, State Highway Commission, State Board of Equalization and the State Highway Commission Attorney. The board was established for the purpose of executing agreements with other states concerning the interstate movements and taxation of vehicles.

Chapter 162 enacted the recommendation of the Governor's Interim Highway Committee concerning the model diesel fuel law. The principal objective of the law was to require that special fuel (diesel and liquified petroleum gases) dealers and users be licensed and bonded so that there would be less possibility of evasion of the tax on these fuels.

Chapter 174 also enacted the recommendation of the Interim Committee that a tax be imposed on all gasoline, in excess of 20 gallons, imported into the State in the fuel tanks of vehicles.

Chapter 177 revised the law governing the sale of temporary permits for trips into or through the State by out-of-state vehicles. The existing law prescribed fees of \$5.00 for trips up to 400 miles and \$10.00 for trips over 400 miles. The new law established fees of \$5.00 for trips up to 200 miles, \$7.50 for trips between 200 and 400 miles, and \$10.00 for trips over 400 miles. It also clarified the previous law in that it required payment of such fees for each vehicle of a combination instead of for the entire combination.

Chapter 182 prescribed that a vehicle, which would be subject to a registration (license plate) fee, could be moved on public highways for a single trip upon payment of a special \$5.00 fee in lieu of the regular registration fee. The proceeds of this law were to be deposited in the road fund of the county.

Chapter 183 was a companion law that imposed the same \$5.00 fee on special mobile equipment that would not ordinarily be subject to the regular registration fee. The proceeds were also to be deposited in the road fund of the county.

Chapter 210 imposed a 9¢ per gallon tax on diesel fuel in place of the existing 6¢ per gallon tax.

Chapter 243 provided that the Highway Patrol Retirement Fund be credited with 15% of the amounts collected from driver's licenses. The previous rate was 10% of collections.

Chapter 250 increased the allowable width of buses from 96 inches to 102 inches on highways having a paved surface equal to 20 feet or more. It also permitted the use of combinations consisting of three vehicles.

Chapter 251 established special Gross Vehicle Weight Tax fees for the three-unit combinations so that there would not be any reduction in fees below the amount paid by a two-unit combination of the same overall weight.

Chapter 254 prescribed that fees should be charged for the special permits issued to overweight and oversize vehicles. A flat fee of \$3.00 per permit was established with an additional fee for overweight vehicles ranging from \$5.00 to \$25.00, depending on distance of the trip.

Chapter 255 was a companion law to Chapter 210. It increased the tax on gasoline from 6¢ per gallon to 7¢ per gallon, commencing April 1, 1955 and ending March 31, 1957.

Chapter 258 provided for a general increase in the fee schedule of the Gross Vehicle Weight Tax Law. Increases were general throughout the range of the schedule, and the maximum fee was increased from \$320.00 to \$435.00 for vehicles under 42,000 pounds. Trailers over 8,000 pounds were taxed at the same rate as trucks, thereby eliminating the special 75% rate for that type of vehicle. A charge of \$50.00 per ton was established for vehicles weighing in excess of 42,000 pounds.

Livestock, logging, ready-mix concrete, and lowboy trailers were assigned a special rate equal to 75% of the normal rate. The previous 60% rate for livestock vehicles and lowboy trailers was eliminated. The 125% rate for vehicles traveling over 24,000 miles per year was also eliminated. Vehicles over 24,000 pounds gross registered weight were granted the privilege of quarterly registration.

Chapter 263 enacted a uniform traffic regulation act which had been recommended for nationwide adoption. This act was very lengthy and resulted in a complete revision of existing laws pertaining to this subject.

Chapter 268 revised the law pertaining to salaries and the organization of the Highway Patrol.

In addition to the foregoing laws, Chapter 239 was enacted submitting to the voters of the State the proposal that the Constitution be amended to prevent the diversion of highway-user taxes to purposes or functions other than those connected with public highways. This amendment was approved by the voters in the general election of November 6, 1956 and became effective under proclamation of the Governor on December 28, 1956.

The 1955 Legislative Assembly gave support to practically all of the recommendations of the Governor's Interim Highway Committee. It was the most effective session that ever dealt with highway legislation. The results were to have a marked effect on highway revenue and construction during the next biennium.

On August 16, 1955, the Bureau of Public Roads approved the addition to FAP Route 7 of the Madison Street and the Orange Street spurs in the City of Missoula. This increased the approved 7% System mileage to a new total of 4,683.1 miles, exclusive of 1,140.3 miles within Federal reservations and 70.2 miles within established urban areas.

YEAR OF 1956

This was a year of decision and action throughout the Nation and in the State of Montana. As mentioned under the YEAR OF 1954, Section 13 of the 1954 Act stipulated that a complete study be made of the needs of completing all highway systems, both Federal-aid and other systems. It also required that the study analyze all phases of highway financing.

Each state developed its estimate of the cost of bringing all highways, roads and streets up to adequate standards. These costs were summarized at the Washington office of the Bureau of Public Roads, and the results were presented to the President's Advisory Committee and to Congress as the foundation upon which a long range highway program could be formulated. The estimated costs for Montana and the Nation are shown below:

ESTIMATED CONSTRUCTION COSTS
TO COMPLETE SYSTEMS BY 1965

<u>HIGHWAY SYSTEM</u>	<u>MONTANA</u>	<u>NATION</u>
	(In millions of dollars)	
Interstate	153	23,253
Other Primary	321	29,882
Secondary	<u>79</u>	<u>14,983</u>
Subtotal-Federal-aid systems	553	68,118
Other Roads and Streets	<u>196</u>	<u>32,686</u>
TOTAL	749	100,804

In addition to the construction costs of \$101 billion to bring all highway systems up to adequate standards during the 10 year period of 1955 to 1964, it was estimated that maintenance would require \$19.4 billion and administration would require another \$5.9 billion. This produced a total of \$126.1 billion which would be required to support the Nation's highway, road and street system over the ten year period.

These figures startled officials at both the state and national levels. The national construction needs, when reduced to an annual rate, were more than twice the current rate of expenditure. In Montana, the annual construction needs were two and one-half times the current rate of expenditure.

It was evident that motor vehicle registrations and highway traffic were increasing at a rate which was much greater than the rate of expenditure for improvement of highways. It was also apparent that the situation would deteriorate with the passage of time. In recognition of this fact, Congress took immediate action to improve the situation.

In the Federal-Aid Highway Act of 1956, authorizations for Primary, Secondary and Urban funds were increased to \$850,000,000 for fiscal year 1958 and \$875,000,000 for fiscal year 1959. Also, an additional \$125,000,000 for these systems was authorized to supplement the money authorized for fiscal year 1957 under the 1954 Act. The regular apportionment and matching formulas were preserved for the Primary, Secondary and Urban funds.

The states were given permission to transfer up to 20% of the funds from one system to another, provided that the transfer did not increase the apportionment of the recipient system by more than 20%. Such transfers had to be approved by the Governor of the state concerned and by the Secretary of Commerce.

Forest highway authorizations were increased from the previous amount of \$22,500,000 per year to \$30,000,000 per year. Since about 8% of this money would be expended in Montana, this development was important to

the State. Provision was also made for expediting the apportionment and contracting of this money.

It was generally realized that more positive action would have to be taken towards the completion of the Interstate System than the action and financing arrangements which had prevailed in the past. It was also apparent that the Interstate System would have to be considered as a system in itself rather than as an integral part of the Primary System in each state. Evidence was general that the states would be reluctant and probably would be unable to provide matching funds in the amount required to complete the Interstate System on the basis of the existing matching ratio.

In recognition of this situation, Congress authorized a supplemental apportionment of Interstate funds for fiscal year 1957 amounting to \$1,000,000,000. It also authorized funds for this system in the amount of \$1,700,000,000 for fiscal year 1958 and \$2,000,000,000 for fiscal year 1959. Apportionments for future years from 1960 to 1967, inclusive, were authorized in the amount of \$2,000,000,000 per year. The authorizations diminished to \$1,500,000,000 for fiscal year 1968 and \$1,025,000,000 for fiscal year 1969. It was expected that the apportionment for the last year would assure completion of the system.

Apportionments for fiscal years 1957, 1958 and 1959 were to be apportioned among the states on the basis of the formula established in the 1954 Act; namely, one-half on the basis of total population in each state and one-half on the basis of the regular formula applying to land area, total population and post road mileage. Apportionments for future years were to be divided among the states in proportion to the estimated cost of completing the Interstate System in each state.

The name of the system was changed to the National System of Interstate and Defense Highways. The basic matching ratio was established at 90% Federal money and 10% State money for this system. After adjustment was made for the amount of Federal lands in Montana, the ratio became 91.32% Federal money and 8.68% State money.

Section 108 (d) of the 1956 Act provided that a new estimate of the cost of completing the Interstate System be made and that the results be used for the purpose of determining the apportionment factors for dividing the funds among the states for fiscal years 1960, 1961 and 1962. Another estimate was required for the apportionment factors for fiscal years 1963, 1964, 1965 and 1966. Subsequent annual estimates were required for apportionment factors for each year thereafter, through fiscal year 1968.

The regular apportionment date for the distribution of funds was advanced as much as 18 months in order to encourage expedited planning, programming and construction in those states that had adequate matching money.

The law provided that standards for the Interstate System should be selected through joint action of the Secretary of Commerce and the State highway departments. The standards were to be adequate to accommodate the

types and volumes of traffic which were expected to exist in the year of 1975. The standards which were agreed upon constituted a radical departure from the existing conditions in the State of Montana.

One of the principal features required that the access to the Interstate System be controlled in the interest of safe and expeditious movement of traffic. Low traffic-bearing roads were permitted to intersect two-lane Interstate highways at grade, but access to four-lane highways could be obtained only through interchanges. Access at grade for private entrances on two-lane highways was permitted where there were not more than two entrances per side per mile of highway. Right-of-way width up to 300 feet was to be obtained where future traffic requirements warranted it. Extra widths were in order where required. In order to meet future traffic requirements, much four-lane highway was planned.

Although these new standards were based on experience and conditions existing in the more populous states, they were somewhat advanced in relation to the highway transportation situation in Montana. The control of access feature meant that the Interstate System would have to bypass the developed areas of most cities along the highway. In many instances, this created a fear that existing businesses would lose a substantial part of their trade. Also, the relocation of existing highways involved an adjustment in existing traffic patterns with the result that many service establishments lost their advantage of immediate access to and from the highway.

In order to meet the high standards of alignment, it became necessary to relocate many highways, and this involved the acquisition of additional right-of-way. Since the Interstate System routes were located predominantly through the irrigated and highly developed river valleys, there was reluctance of the land owners to sell the required land.

This was the beginning of a difficult transitional period involving a change from existing tolerable highway conditions to a new concept of highways based on standards designed to serve traffic about 20 years in the future. Much of the difficulty resulted from a misunderstanding on the part of the public of the need for the superhighways and the benefits which they would confer. Action was initiated through public hearings and press releases to inform the public of the full meaning of the new developments.

The 1956 Act also increased the size of the Interstate System from 40,000 to 41,000 miles. Montana did not share in the apportionment of additional mileage under this increase.

In anticipation that difficulty might be encountered in obtaining right-of-way in some states, the new Federal law provided that such land could be acquired by the Secretary of Commerce upon application of the states involved. This Federal acquisition of right-of-way applied only to the Interstate System. The law also permitted the Secretary of Commerce to supply Federal-aid funds for the purchase of right-of-way in advance of the related construction contract.

Provision was also made for Federal reimbursement to the State, in the prevailing matching ratio, of the cost of relocating utilities as the result of construction on Federal-aid highway systems. This provision was to create a controversial situation within the State of Montana.

It has been the practice of the State Highway Commission to pay for the relocation of all utilities which were located outside the existing right-of-way boundaries, but such a payment was not considered necessary for those utilities which occupied the existing highway right-of-way free of charge. Subsequent State legislation, which was passed in the 1957 Session, extended the payment for relocation of utilities to all types, regardless of highway easement status.

The 1950 Act required that public hearings be held, or opportunities for hearings be granted, in all cases where highway locations involved the bypassing of a city or town. The 1956 Act extended this requirement to include unincorporated places, and it required that the State certify that it had considered the economic effects of such a location. It also required that a copy of the transcript of the hearing be submitted to the Bureau of Public Roads.

Other provisions included a requirement that prevailing wage rates be paid for construction work on the Interstate System and that a study be conducted for the purpose of promoting safety on the highways.

Title II included a section defined as the Highway Revenue Act of 1956. In recognition of the fact that continuing funds would be required to meet the long range highway program, a Highway Trust Fund was created to provide for the receipt and payment of such monies. This fund was to receive the proceeds, in varying amounts, of the Federal excise taxes on motor vehicles, parts and accessories, motor fuels and oils, and a special tax on trucks over 26,000 pounds gross weight. As a part of this section, the Federal tax on motor fuel was raised from 2¢ to 3¢ per gallon. It was the intent that this fund would receive sufficient revenue to meet highway financing obligations without resorting to bond sales or general fund appropriations.

Section 210 of the 1956 Act required that numerous studies be made concerning the effect on the cost of highways caused by vehicles of different sizes and weights, the proportionate share of the cost of highways which should be borne by vehicles of different types, and the benefits resulting from highway construction to both users and non-users. These studies, which were defined as the "Section 210 Studies" were intended to produce a wealth of information which was generally not available before this time.

By the year of 1956, sufficient undesignated mileage on the Primary System had accumulated to warrant the consideration of adding other highway mileage to the system. The decision was made to transfer FAS Route 301 to the Primary System. This route from Billings to Lavina had been constructed with Secondary System money, but it had rapidly become an important highway in this section of the State. It was carrying a large volume of traffic, the

greatest portion of which was through traffic of statewide origin. On March 6, 1956, the Bureau of Public Roads approved the designation of this highway as FAP Route 53.

This action increased the approved 7% System mileage to the extent of a 12.5 mile overrun above the permissible limit of 4,697.0 miles, exclusive of 1,141.9 miles within Federal reservations and 86.1 miles within established urban areas.

The effect of State legislation of the 1955 Session was being reflected in increased construction activity. Receipts of the State Highway Commission during the fiscal year ending June 30, 1956 amounted to \$30,279,822.41. Expenditures for the corresponding period amounted to \$29,339,694.13 and direct highway construction expenditures amounted to \$19,039,767.98.

As provided in Chapter 99 of the 1955 Session Laws, a Fact Finding Committee on Highways, Streets and Bridges was appointed by the Governor. This non-partisan body consisted of senators, representatives, and persons representing principal industries of the State. The membership of 12 persons was selected to represent each of the State's 12 financial districts. The Montana Council for Highway Research of 17 members was appointed as an advisory body to the Fact Finding Committee.

A legislative appropriation of \$35,000 was made to finance the costs of operation of this committee. An additional \$150,000 was spent from State and Federal highway planning funds to finance a number of important studies which were conducted at the request of the committee. All previous interim committees had operated without benefit of appropriations, with the result that their investigations were necessarily limited. The Fact Finding Committee, however, had sufficient funds available to make a thorough investigation of the many phases of highway transportation and financing. Also, the fields of investigation were outlined in the legislation creating the committee.

Several reports were prepared under the auspices of the committee, but the two principal reports included an engineering needs analysis by the Automotive Safety Foundation and a financial analysis by the staff of the committee.

In its report to the Legislature, the following recommendations were made:

1. Continuation of fuel tax rates of 7¢ per gallon on gasoline and 9¢ per gallon on diesel fuel.
2. Re-enact the gasoline tax law which was due to expire with the redemption of the last of the debenture bonds.
3. Establish a registration fee of \$10.00 for all passenger cars in place of the lower fee of \$5.00 for cars under 2,850 pounds.

4. Increase the permissive mill levy for roads and streets from 10 mills to 15 mills.
5. Adjustment of truck and trailer taxes by means of a weight-distance tax or a revision of the GVW rates.
6. Place the tax for combination vehicles on the power unit instead of separate taxes on the power unit and trailing units.
7. Establish a Motor Vehicle Department to consolidate the functions of several separate departments now dealing with motor vehicle taxation.
8. Improve the auditing and collection procedures for collecting motor fuel taxes.
9. Make an immediate effort to match all Federal-aid available instead of utilizing the grace period.
10. Consideration be given to use of bond financing to meet the requirement for additional highway financing.
11. Authorize a Primary System with a maximum limitation of 6,250 miles and a Secondary System of approximately 12,500 miles. Also correlate arterial city street systems with urban extensions of the State highway systems.
12. Improve the management of State highways in accordance with the recommendations of the Automotive Safety Foundation.
13. Invite attention to the inadequacy of engineering salaries as reported by the Automotive Safety Foundation.
14. Establish a State-Aid Division to correlate highway activities and to provide assistance to other governmental units.
15. Designation of urban extensions of the Primary System as the responsibility of the State.
16. Construction funds for the Interstate and Primary systems should be allocated to the financial districts on the basis of estimated needs instead of the present formulas.
17. Improve county highway management in accordance with the suggestions of the Automotive Safety Foundation.
18. Consideration be given to means of increasing the funds for county roads.

19. Consideration be given to means of allocating a portion of highway-user funds to the cities.
20. Establish a motor vehicle periodic inspection law.
21. Programming of construction projects be accomplished on a priority basis with the preparation of an advance five year program.
22. A continuing needs study be established to keep a current record of needs on all highway systems.
23. Establish a revolving fund for advance purchase of right-of-way.
24. Consider the establishment of ports of entry for control and taxation of commercial vehicles entering and leaving the State.
25. Enactment of a law requiring that Primary and Interstate highways be located to serve the best interest of the State, without regard to special interest or convenience.

The report also suggested fields of investigation for possible future studies.

As reported in the YEAR OF 1957, most of these recommendations failed of enactment at the 1957 Session because of the controversies arising during that assembly.

YEAR OF 1957

During the 1957 Legislative Assembly, several bills were enacted in connection with highway matters.

Chapter 35 provided a means of financing costly bridges on the Secondary System. The previous law, which applied only to bridges on the Primary System, was amended to provide that bridges on the Secondary System could be financed on a 10 year repayment plan where the estimated cost exceeded three times the estimated annual apportionment of Secondary System construction funds to the county or counties involved.

Chapter 43 specified that all contracts on State highways should provide for wage rates prevailing in the areas as established by collective bargaining. This action was taken to conform to the provisions of the 1956 Federal-Aid Act as governed by the Davis-Bacon Act.

Chapter 69 permitted cities and towns to enter into contract with the State or Federal government for the construction, reconstruction, acquiring right-of-way or other activities connected with the improvement of city streets. This was considered necessary enabling legislation to permit city participation in the cost of proposed highway construction.

Chapter 113 amended the existing Financial District Law to provide for the financing of the Interstate System as a separate entity instead of as a part of the Primary System, as governed by prevailing law. The construction moneys for the Interstate System were to be divided among the 12 financial districts in proportion to the estimated cost of completing the system in each district. The new law also permitted the overrun of expenditures in any district in an amount not to exceed 100% of the last year's apportionment, with any overrun to be deducted from the following year's apportionment to that district.

Chapter 121 strengthened the law pertaining to control of access for the Interstate System and also provided that spurs to the Interstate System should come under the provisions of the law.

Chapter 206 increased the authorization for dissemination of public information from \$65,000 to \$85,000 per year.

Chapter 229 extended the gasoline tax rate of 7¢ per gallon from the prevailing expiration date of March 31, 1957 to a new date of January 15, 1958. The period of extension was necessary to assure that the 7¢ tax rate would continue until the estimated date of retirement of the outstanding debenture bonds.

Chapter 230 was a companion law providing for the repeal of the 7¢ tax rate from and after January 15, 1958 and the return to the 6¢ tax rate.

Chapter 231 permitted the State Reciprocity Board to prorate motor truck and trailer taxation on the basis of dollars involved in lieu of units involved.

Chapter 254 provided that 75% of the cost of relocating utilities on highway right-of-way should be paid by the State Highway Commission. This was a controversial act which was later to be submitted for court decision as to its legality.

The action to reduce the gasoline tax from 7¢ to 6¢ per gallon was the result of a controversy over the continuation of the existing gross vehicle weight tax law, or its replacement by a weight-distance tax law. The impasse which was reached resulted in the action to reduce the tax to 6¢ per gallon, effective January 15, 1958.

This action came at a time when the State Highway Commission was making progress in the attempt to derive sufficient revenue to overcome the accumulated backlog of unmatched Federal Aid. The reduction in the gasoline tax rate reversed the trend with the result that it became necessary to grant priority to many projects which required little or no State matching moneys. Such projects included railroad separation structures, those traversing Indian reservations, and others involving less than the normal ratio of State matching funds. The situation was also alleviated somewhat by the action of

cities and counties in providing a portion of the required matching funds for projects within their jurisdiction.

During 1957 there was a pronounced increase in the number of construction contracts awarded on the Interstate System. A number of public hearings were held in connection with the proposed locations of these projects. As could be expected, there was a moderate amount of opposition to proposed urban locations where there was disruption of local residential or other properties. Also, fear was expressed by some businessmen that re-located highways would create new traffic patterns with a consequent loss of business to existing establishments.

The most prominent and organized opposition came from the farmer and rancher groups which resisted proposals to locate the new highways in areas involving irrigated lands. In order to meet the higher standards of alignment for the Interstate System and the wider widths of right-of-way required, it was necessary in many instances to locate the highways through some of the better bottom lands in the irrigated valleys through which the existing highways were situated. The existing highways had been built with the primary intent of serving the local residents in these valleys. The lower standards, to which these highways had been built in the early period of highway development, permitted substantial deviation and curvature in order to serve the local residents without encroaching upon their more desirable lands and their buildings.

With the passage of time and the development of greatly increased volumes of traffic and high speed operation, it became apparent that the highways to serve future traffic would have to be built to much higher standards, such as those prescribed for the Interstate System. The desire to provide the best possible service to highway traffic was in conflict with the determination of many property owners to resist any further encroachment on their property. The situation resolved itself into two separate theories controlling highway location.

One proposal involved the locating of the Interstate System highways as closely as possible to the alignment of the existing highways. Such a location would serve the local residents as well as the through traffic between principal points. It would be necessary to construct and maintain only a single highway; however, in some instances, additional frontage roads would have to be constructed to carry local residents to points of access on the controlled-access highways.

The other proposal involved the construction of the Interstate System as a separate entity to serve principally the through traffic moving from one principal point to another. Under this arrangement, it would be necessary to retain the existing highways to serve the local residents. Since many of the existing highways were badly deteriorated or had become obsolete, such a plan would eventually involve the construction of a new Interstate System and the reconstruction of the existing highways, with the obligation for maintaining two separate highways.

The eventual solution to the problem was not to be decided until a later date and after much controversy among the parties involved.

YEAR OF 1958

The passage of the Federal-Aid Highway Act of 1958 provided a further stimulus to the financing of an adequate system of highways. In conformity with the precedent established in the 1956 Act, an additional \$25,000,000 per year above previous figures was authorized in Primary, Secondary and Urban funds. The authorizations of these funds amounted to \$900,000,000 for fiscal year 1960 and \$925,000,000 for fiscal year 1961.

The business recession of 1957 had carried over into 1958, and Congress determined that stimulation of employment could best be achieved through the expenditure of funds for highway construction. In line with this objective, an additional \$400,000,000 in Federal-aid was authorized for expenditure on the Primary and Secondary systems. This money could be spent on either of the systems, but provision was made that contracts would have to be awarded by December 1, 1958 with an established completion date not later than December 1, 1959.

The Federal-aid matching ratio was increased to two-thirds of the total cost, with a further provision that the states could borrow up to two-thirds of the remaining cost, with repayment to be made out of future Federal-aid for fiscal years 1961 and 1962. After adjustment for Federal lands in Montana, the Federal-aid ratio in this state was set at 70.99% of the total cost.

An additional \$5,000,000 was also made available for Forest Highways for the fiscal year 1959. Apportionments for the Forest Highway System for fiscal years 1960 and 1961 were increased to \$33,000,000 per year. The financing of Forest Highway construction was also liberalized through a provision that 5%, or a maximum of \$500,000 per year, of a state's Primary, Secondary and Urban Federal-aid funds could be spent on construction on the Forest Highway System without equivalent state matching money. This money could be spent on Forest Highway projects on any Federal-aid system without regard to the proportion in which the funds were originally apportioned.

The 1958 Act also provided that a study be made of the Forest Highway System to determine what additional roads of importance might be added to the system, the amount of money necessary to complete the Forest Highway System and to maintain it, and method by which the funds should be distributed among the states.

The Federal-Aid Interstate funds were also increased over the amounts previously authorized in the 1956 Act. The following increases were authorized:

<u>FISCAL YEAR</u>	<u>1956 ACT</u>	<u>1958 ACT</u>
1959	\$2,000,000,000	\$2,200,000,000
1960	\$2,200,000,000	\$2,500,000,000
1961	\$2,200,000,000	\$2,500,000,000

There was no change beyond fiscal year 1961 in the authorizations as prescribed under the 1956 Act.

Section 108 (d) of the 1956 Act specified that an estimate be made of the total cost of bringing the Interstate System up to the prescribed standards. The 1958 Act provided that these estimates, which had been made for each State, be used as the basis for apportioning Interstate System funds for fiscal years 1960 and 1961. It also required that a new estimate of needs be submitted to Congress by January 1, 1961.

Highway Needs Studies, as prepared for Sections 108 (d) and the Automotive Safety Foundation - Fact Finding Committee Needs Study, revealed that the following amounts would be required to bring up to standard all highway, road and street systems in the State:

<u>HIGHWAY SYSTEM</u>	<u>ESTIMATED CONSTRUCTION NEEDS</u>		
	<u>RURAL</u>	<u>URBAN</u>	<u>TOTAL</u>
Primary	\$317,610,000	\$18,131,000	\$ 335,741,000
Secondary *	207,809,000	1,456,000	209,265,000
Interstate	<u>425,882,000</u>	<u>20,915,000</u>	<u>446,797,000</u>
Subtotal-State Systems	951,301,000	40,502,000	991,803,000
Other rural roads	235,810,000	- - - -	235,810,000
Other city streets	- - - -	<u>52,454,000</u>	<u>52,454,000</u>
Total-All Systems	\$1,187,111,000	\$92,956,000	\$1,280,067,000

* Secondary System includes the 12,500 miles system as recommended by the Automotive Safety Foundation.

In the interest of promoting the safety, convenience and enjoyment of public travel, the 1958 Act provided that it was in the public interest to regulate outdoor advertising in the vicinity of the Interstate System. The principal feature was to regulate the size and type of sign within 660 feet of the right-of-way of the Interstate System. As an incentive, an additional one-half of one percent of the Federal share of the cost of construction was to be granted to those states which complied with this requirement.

The public hearing requirement of the law was amended to make provision for rural sections of the Interstate System. Under this provision, persons living adjacent to the Interstate System in rural areas were to be granted a hearing, or an opportunity for a hearing, so that they could express any objections that they might have to the proposed location.

It had been evident for a number of years that the numerous Federal laws applying to highways should be consolidated in a single publication. This was accomplished as Title 23 - Highways, a new publication which was issued during the year of 1958.

Another effort to obtain adequate state financing for highways was made during 1958 through the creation of the Citizens' Highway Committee of the Montana Highway Users' Conference. This committee analyzed the financial situation, evaluated the need for more State highway revenue, and made the following recommendations:

1. That pay-as-you-go financing was preferable to bond financing.
2. That \$3,500,000 per year in additional State highway revenue was needed to match the anticipated Federal-aid grants to the State during the next ten years.
3. That the \$3,500,000 per year could be raised by means of the following actions:
 - (a) Restoration of the 7¢ gasoline tax to produce \$2,200,000 per year.
 - (b) An upward revision of the Gross Vehicle Weight Tax rates to produce \$500,000 per year.
 - (c) An increase in the license plate fee of \$2.00, with the proceeds to be deposited in the State Highway Fund. This would produce an estimated \$700,000 per year.
 - (d) An increase of \$1.00 in the certificate of title and the title transfer fees. This would produce an estimated \$100,000 per year for the State Highway Fund.

These suggestions were included in bills which were prepared for presentation to the 1959 Legislative Assembly.

The last of the State Highway Debenture Bonds were retired as of July 15, 1958, thereby placing the State in a debt-free position for the first time since 1930.

Financing difficulties were also being encountered at the national level. The results of the Section 108 (d) Needs Estimate disclosed that the cost of completing the Interstate System was substantially higher than previous estimates. On the basis of these findings, the previous Federal-Aid authorizations for the Interstate System were increased by about 10% for fiscal years 1959, 1960 and 1961. These actions, together with the authorization of Federal-aid for the emergency highway construction program, resulted in expenditures from the Federal Highway Trust Fund in excess of

anticipated revenues. Suggested corrective measures included the imposition of an additional Federal tax on motor fuel, transfer to the Trust Fund of the portion of Federal highway-user taxes currently going to the General Fund, and the issuance of bonds to meet the Federal highway financing requirements.

At the close of the year, the future of Montana highway development depended on several important considerations which would not be decided until legislative action could be taken during 1959. The most important matters included adequate financing at the State level, implementation of the Federal Highway Trust Fund to assure that future Federal-aid authorizations could be properly financed, and the solution of the problem of highway location as defined by the conflict between the preservation of local property interests and the desire to serve highway traffic in the best possible manner. The year closed with an optimistic outlook that the controversial matters could be solved in the interest of an improved highway program that would benefit the entire State and the Nation.

YEAR OF 1959

Normally, there is no Federal highway legislation of importance during the odd-numbered years; however, the expected shortage of revenue in the Federal Highway Trust Fund in 1959 made it mandatory that action be taken to obtain additional money for this fund.

It had been reported that, unless additional money was made available, the apportionment of Federal Aid for the Interstate System for FY 1961 would have to be eliminated, that only \$500,000,000 could be apportioned for FY 1962, and apportionment for future years thereafter would be restricted to about \$1,800,000,000 per year. In the Federal budget, the Administration recommended that an additional temporary tax on motor fuel of 1-1/2¢ per gallon be enacted, effective July 1, 1959. The administration was opposed to the issuance of bonds or borrowing from the General Fund to meet the expected deficit in the Highway Trust Fund.

Congress, on the other hand, was opposed to the application of additional highway-user taxes, and that stand was supported by numerous highway-user groups and the governors of the majority of the states. Various compromise measures were suggested, and eventually the decision was reached to enact one cent of additional tax on motor fuels, to become effective October 1, 1959 and to extend to July 1, 1961. The additional tax was to expire on that date with the provision that replacement revenue would be obtained by placing in the Highway Trust Fund 50% of the receipts from the excise tax on new passenger cars and 62.5% of the tax on automotive parts and accessories. These provisions were to be effective from July 1, 1961 to June 30, 1964.

Other principal provisions of the Federal Aid Highway Act of 1959 (approved September 21, 1959) included the following:

1. The expenditure of 100% Federal moneys was authorized for the

repair and replacement of Federal roads and highways which were damaged by reason of a wide-spread disaster. Such roads did not have to be on a Federal-aid highway system. This action was very important to the reconstruction of roads in Montana which were damaged by the earthquake of August 1959 in the West Yellowstone region.

2. The Interstate System needs estimate of 1958 was authorized as the basis for apportioning Interstate funds for FY 1962. Previously, this needs estimate had been authorized for apportioning funds for only fiscal years 1960 and 1961.
3. The apportionment of Primary, Secondary and Urban Federal-aid for FY 1961 was authorized in the amount of \$925,000,000. The distribution was as follows:

Primary	\$416,250,000
Secondary	277,500,000
Urban	231,250,000

Interstate funds were authorized in the amount of \$2,000,000,000 for FY 1961; however, it was determined that the Highway Trust fund would support the apportionment of only \$1,800,000,000 of this amount. The remaining \$200,000,000 was to be apportioned at a later date when funds became available.

When the apportionment of Federal emergency money was authorized in the 1958 Act, provision was made that States could borrow matching money against the future apportionments of Federal-aid for fiscal years 1961 and 1962. One-half of these advances was to be deducted from the apportionments for FY 1961. After these deductions had been made from Montana's funds, the following net apportionments were made to this state for Fiscal Year 1961:

Primary	\$ 7,163,242
Secondary	5,024,030
Urban	<u>542,242</u>
Subtotal	12,729,514
Interstate	<u>20,261,340</u>
 TOTAL	 \$32,990,854

It was evident that the increased Federal motor fuel tax had been enacted too late to provide sufficient revenue to meet accrued obligations in the Highway Trust Fund. As an interim solution and in a separate bill, authorization was granted to borrow temporarily from the General Fund to meet the expected deficit during FY 1960.

It was also evident that the Highway Trust Fund would not support the prompt reimbursement of the Federal share of obligations to the full extent of outstanding apportionments of Federal-aid for FY 1960 and earlier

years. As a solution to this situation, Federal contract controls were imposed to assure that periodic obligations did not exceed the anticipated revenue amounts. This provision seriously curtailed the planned highway program in Montana. Surveys and plans for the Interstate System had reached the point that a greatly enlarged program was in prospect for this system. This would have reduced materially the large backlog of Federal-aid Interstate funds. When contract controls were imposed, the proposed expenditures on all systems had to be reduced to amounts which were consistent with the Federal fund limitations and the State funds available. It was also necessary to attain some degree of balance in utilizing both types of funds.

The degree of curtailment in the expenditure of Federal funds is revealed by the announcement that only \$33,192,000 of Federal funds could be spent in Montana during FY 1960 out of a total of \$104,000,000 available from the apportionments for the 1961 and previous fiscal years.

The proposed revenue measures of the Citizens' Highway Committee were introduced in the Thirty-Sixth Session of the State Legislative Assembly. This session, like its predecessor, was deeply involved in the controversy regarding a weight-distance tax for commercial vehicles. As a result, no new revenue measures were enacted. There were, however, several bills enacted regarding other highway matters.

Chapter 98 stipulated that the State Highway Commission should prepare a biennial report describing the activities of the Commission. This report was to be submitted to the Governor and the Legislative Assembly not later than the fifth legislative day.

Chapter 100 covered the use of temporary windshield stickers in instances where new cars had been purchased and the registration papers had not been executed.

Chapters 101 and 102 repealed obsolete registration laws which were in conflict with more recent legislation.

Chapter 103 provided that the State Highway Commission could utilize any available published price list in establishing the new passenger car tax where the manufacturers had failed to provide the proper lists. It also amended the law to permit the use of the port-of-entry price for imported cars in lieu of the FOB factory price.

Chapter 109 pertained to Highway Patrol matters. It increased the number of captains from 5 to 6 and provided an increased salary scale for officers working a 48 hour week. The residence requirements for new appointees were reduced from 5 to 3 years.

Chapter 120 legalized the use of radar for speed checks and enforcement.

Chapter 133 amended the Financial District Law by prescribing that the value of State-owned lands should also be included in the value of rural lands in the distribution of State Secondary System construction funds among the counties and financial districts. The figure regarding value of rural State-owned lands was to be obtained from the records of the Commissioner of State Lands and Investments.

Chapter 134 stipulated that no commercial enterprise or structure could be constructed, located or operated within the right-of-way limits of a controlled access facility.

Chapter 175 provided that there should be an adjustment in the tax on gasoline in storage or in transit at the time of a price increase or decrease.

Chapter 201 regulated the equipment on commercial towing vehicles. It also specified that the debris from a collision should be removed from the highway.

Chapter 204 specified that the State Highway Commission did not have the authority to establish statewide speed limits.

Chapter 210 permitted the State Highway Commission to trade excess lands and to sell personal property or printed matter.

Chapter 211 required that trailers and semi-trailers of 3 unit combinations have the registered gross weight displayed on the side of each vehicle.

Chapter 221 increased the legal width for buses from 96" to 102" where the vehicles were operated on highways having at least a 20 foot width. Instruments of husbandry were exempted from the width limitations, provided that they were moved during daylight hours for distances not greater than 50 miles. Speed limits for vehicles over 8,000 pounds gross weight were established at 50 miles per hour.

Chapter 224 provided that the State Highway Commission had exclusive jurisdiction over traffic control and signing on controlled access facilities. It also prescribed that such traffic control on State highways, other than controlled access facilities, should have the approval of the State Highway Commission.

Chapter 226 provided penalties for the evasive practice of making vehicles with a gross vehicle weight greater than that of the fee which was actually paid.

Chapter 233 provided that logging vehicles should have certain equipment designed to improve the safety of this type of hauling.

Chapter 241 prescribed that the AASHO Uniform Interstate Sign Manual should be the official guide for controlled access facilities.

Chapter 247 revised the description of public highways.

Chapter 256 made several changes in the Financial Responsibility Law.

Many controversial issues were debated during the 1959 Session, including several pertaining to highway matters. The principal highway issues were the weight-distance tax and highway routings, particularly in connection with the Interstate System. A House Investigating Committee was appointed to investigate several highway matters. A principal subject was the routing of highways through irrigated lands. Contract awards were also investigated, and an audit was made of the financial and inventory records of the State Highway Commission. The majority report was critical of several practices, but it was generally agreed that it did not represent an impartial investigation.

During 1959, an outside consulting organization was employed to review the management functions of the State Highway Commission for the principal purpose of improving the right-of-way acquisition functions. The report was to be presented in the early part of 1960.

The earthquake of August 1959 destroyed sections of highway in the vicinity of West Yellowstone. A major landslide in the Madison River Canyon covered a long section of the highway, and the impounded lake flooded the highway in this canyon for several miles. It was evident that considerable time would lapse before it would be practical to reconstruct a highway through the canyon. As a result, FAP Route 13 was relocated on a new line crossing the Montana-Idaho border at Reynolds Pass. The former section of FAP Route 13 through the Madison River Canyon was transferred to the Federal-Aid Secondary System and was designated as FAS Route 499. The new location of FAP Route 13 was approved as of October 27, 1959. This transaction also involved the transfer to FAP Route 50 of the section of previous FAP Route 13 from West Yellowstone to Duck Creek Wye. These adjustments resulted in an increase in the technical overrun of the 7% System mileage amounting to 14.9 miles.

During 1959, the number and value of contracts awarded were substantially reduced because of the Federal financial difficulties and the related control on contracts awarded and the general expenditure of Federal-aid funds.

The outlook for 1960 was not very favorable as it was evident that the construction program would have to be curtailed until such time as sufficient Federal-aid was made available to eliminate the need for control on expenditure of this money.

There was still considerable opposition in the State to Interstate highway routings through irrigated valleys. National unrest was also evident in the appointment of Presidential and House investigating committees which were assigned the task of investigating the entire Federal-aid highway program. Possibilities included the curtailment of Interstate System construction in urban areas in order to reduce the overall cost of the program, and also a reduction in the Federal matching ratio on Interstate System projects.

SUMMARY OF PERIOD FROM 1943 TO 1959

At the beginning of this historical period in 1943, the State and the Nation were devoting all efforts and resources towards the objective of winning the war. Highway construction was held to the very minimum consistent with the needs of keeping the highways in operable condition. There was very little State money available because of the reduced revenue as the result of the rationing of gasoline and the consequent reduction of highway travel.

At the same time, however, thought was being given to the importance of resuming highway construction as soon as possible after the end of hostilities. The Federal-Aid Highway Act of 1944 granted recognition to the need for advance planning and the vast amount of highway improvement that would be needed to overcome existing deficiencies and to meet the demands of increased highway travel in the postwar years.

This act authorized \$500,000,000 per year in Federal-aid for the three postwar fiscal years of 1946, 1947 and 1948. These annual authorizations were more than double the prewar amounts. Montana's share of Federal-aid amounted to \$7,962,938 in fiscal year 1946, as compared with \$3,344,102 for fiscal year 1943.

The 1944 Act also provided for the creation of an official Federal-Aid Secondary System to include most roads that had been built over a period of years on a sporadic basis. The eventual size of this system included 2,465.1 miles as determined through joint action of the State, counties and the Bureau of Public Roads.

This act also provided for the first time that separate funds be authorized for the construction of highways in urban areas. Urban areas were defined as cities or other places over 5,000 population and their designated environs.

Another initial action included the provision that a National System of Interstate Highways be designated throughout the Nation with a limitation of 40,000 miles. The Montana selection included US No. 10 across the State from west to east, US No. 91 across the State from south to north, and US No. 87 south from Billings to the Wyoming line.

It was realized that large amounts of State money would be needed to provide the funds to match the increased amounts of Federal-aid available. The urgency of the situation dictated that the money be raised through the sale of bonds. Legislative approval was given to the proposal that \$12,000,000 in bonds be sold in increments beginning in 1946. These sales were to extend to 1949, and the funds derived from this action were soon applied to new highway construction.

It was evident that the bond sales would alleviate the immediate situation only and that other measures should be enacted to provide the

revenue required to pay the principal and interest on the bonds and to meet the need for continuing highway improvement.

A committee to analyze and act on the need was appointed during 1948. This was the first of a series of committees which were to serve in later years for the purpose of assuring that highway development did not lag. The recommendations of the original committee resulted in the enactment of a 6¢ motor fuel tax in 1949 and the first Motor Vehicle Use Tax Act in 1950. The latter act was later changed in 1952 to a Gross Vehicle Weight Tax Law. These acts did much to assist in obtaining the additional revenue required to match the Federal-aid apportioned to the State.

The Federal-Aid Acts of 1950 and 1952 continued the expanded authorizations of Federal-aid. The 1952 Act was of special interest because it provided for the first time that a separate authorization be made of funds for the improvement of the Interstate System.

As the result of legislation enacted in 1953, the State Highway Commission was reorganized. The five man membership was retained; however, the members were appointed for staggered terms. It was also provided that not more than three members could belong to the same political party.

Other developments included the transfer of the duties of the State Parks Commission to the State Highway Commission under a division to be known as the State Parks Division. Funds in the amount of \$65,000 per year for the advertising of the attractions of the State were to be taken from the State Highway Fund instead of the prevailing practice of appropriating this money from the General Fund.

A new basis was approved for apportioning State Secondary System construction funds to the counties and financial districts. The new procedure was based on a four factor formula with equal weight being assigned to rural population, rural road mileage, land area and value of rural lands. A separate allocation procedure was also provided for Urban funds.

The Federal-Aid Act of 1954 continued to increase the authorizations of Federal-aid. This act also took recognition of the enlarged scope of national interest in the Interstate System. The regular basic matching ratio of 50% Federal and 50% State moneys was revised to a ratio of 60% Federal money and 40% State money. With adjustment for Federal land ownership, the ratio became about 65% Federal money and 35% State money in Montana.

In 1955, the gasoline tax rate was increased to 7¢ per gallon. The equivalent tax on diesel fuel was placed at 9¢ per gallon. Other laws included a provision for long term financing of expensive bridges on the Primary System, and the creation of a Fact Finding Committee to make a thorough study of the State highways and equitable taxation. This committee conducted the most extensive study that had been made to date.

An anti-diversion amendment to the Constitution was approved by the voters in 1956. This amendment assured that highway-user revenue would not be diverted for non-highway purposes.

The Federal-Aid Highway Act of 1956 was the most comprehensive highway legislation that had been enacted to date. It provided for substantially increased amounts of Federal-aid for the Primary, Secondary and Urban funds. The most important legislation was in connection with the Interstate System. This system was re-defined as the National System of Interstate and Defense Highways. Provision was made that this system of highways be completed by a contract date of 1969.

The basic matching ratio for the Interstate System was established at 90% Federal money and 10% State money in this act. The Montana matching ratio amounted to 91.32% Federal money and 8.68% State money, after adjustment had been made for Federal lands in the State.

All states were required to prepare a detailed estimate of the cost of constructing the Interstate System to newly established standards. These estimates were to be used as the future basis for dividing Interstate System funds among the states.

Controlled access and greater right-of-way widths were two features in the new standards which created serious problems in highway location. Controlled access involved the bypassing of cities, communities or developed areas of any consequence. The potential loss of business to bypassed establishments was a matter of great concern to the businessmen. The greater right-of-way widths and improved standards of alignment meant that new land would be required for the Interstate System. This feature was vigorously opposed in many locations, particularly where irrigated land was involved.

The Federal-Aid Highway Act of 1956 represented a new concept in highway development and financing which had a far-reaching effect on future activities. It was to be followed by a difficult period of transition and adjustment.

The Montana Fact Finding Committee on Highways, Streets and Bridges was also active during 1956. This committee, which was composed of senators, representatives and private interests, conducted a comprehensive survey of matters pertaining to State highways, county roads and city streets. Several recommendations were made; however, little legislative action was taken because of controversies associated with the principle of weight-distance taxation. This controversy resulted in the reduction of the gasoline tax from 7¢ to 6¢ per gallon.

Prior to 1957, the Interstate System funds were combined with Primary System funds in the allocation of State construction funds under the Financial District Law. The greatly enlarged apportionments of Federal-aid for the Interstate System made it necessary that the Interstate highways be considered as a separate system with separate financing provisions. This

action was accomplished by a revision to the Financial District Law during the 1957 Session. The Interstate System was defined as a separate system under the law, and the State construction funds were to be divided among the 12 financial districts in proportion to the estimated costs of completing the Interstate System in each district. The new law also provided that the State construction funds were to be divided among the separate highway systems in proportion to the State funds required to match the Federal-aid available for each system.

The new provisions of the Federal-Aid Highway Act of 1956 were reflected in increased activity during 1957; however, it was principally a year of transition and preparation for a greatly enlarged highway construction program to follow in subsequent years.

By 1958, much of the preliminary planning for the Interstate System had been completed, and the State was in a position to award contracts on several new projects. An active program was also continued on the Primary and Secondary systems, with the result that 1958 became the greatest year of highway construction history. During this year, the Nation was in a period of recession, and in an effort to bolster the economy, special emergency Federal-aid was made available to the states. A new provision also permitted the States to borrow against future Federal-aid to obtain the major portion of the money required for the matching of the emergency Federal-aid. The emergency Federal-aid applied only to Primary, Secondary and Urban funds and the basic matching proportion was changed to a ratio of two-thirds Federal money and one-third State money. When the Federal lands in Montana were considered, the ratio in this state became 71% Federal money and 29% State money, with the State being permitted to borrow two-thirds of the State's share from future Federal-aid apportionments.

A Citizens' Highway Committee of the Montana Highway Users' Conference was formed during 1958 for the purpose of assisting in obtaining sufficient State revenue to permit the prompt matching of Federal-aid. Principal recommendations included the restoration of the 7¢ gasoline tax, upward revision of the Gross Vehicle Weight Tax, and minor increases in registration and related fees. All measures failed of enactment during the 1959 Session of the Legislature because of the continuing controversy over weight-distance taxation.

The year of 1959 was characterized by troublesome situations at both the state and national levels. At the national level, Congress was embroiled in a controversy concerning the method of raising additional money for the Highway Trust Fund to meet the mounting obligations incurred under the expanded highway construction program. One group favored the imposition of additional motor fuel tax to raise the required revenue. The other group opposed further highway-user taxes and recommended that the money be provided by borrowing from the General Fund, or through the issuance of bonds, or by transferring present highway-user taxes from the General Fund to the Trust Fund. As a compromise measure, legislation was enacted raising the motor fuel tax by one cent per gallon from October 1, 1959 to July 1, 1961. After that

date, the motor fuel tax increase was to be replaced by the action of depositing in the Highway Trust Fund of a major portion of the excise taxes on new passenger cars and automotive parts and accessories.

Even with the increased revenue, it was apparent that the revenue to the Highway Trust Fund would not be enough to meet obligations to the extent of the total Federal-aid apportionments. This made it necessary for the Bureau of Public Roads to impose contract controls to assure that the obligations against the Highway Trust Fund did not exceed the anticipated revenues.

Committees were appointed by both the Administration and the House of Representatives to investigate the overall Federal-aid highway program.

A highway investigation committee was also appointed in the House of Representatives of the State Legislature. This committee investigated highway routings, financial records, contract awards, and right-of-way purchases. This investigation was one of the principal activities of the 1959 Session insofar as highway matters were concerned. Another important feature of the 1959 session was the continued controversy concerning the enactment of a weight-distance tax in place of the existing Gross Vehicle Weight Tax Law.

A severe earthquake occurred in the vicinity of West Yellowstone in August 1959. This earthquake destroyed the major portion of FAP Route 13 between Duck Creek Wye and the western end of the Madison River Canyon. A major landslide blocked the river and the highway near the end of the canyon, and the impounded water flooded the highway for several miles. The closure of this highway made it necessary that the Primary System highway be relocated over Reynolds Pass. The highway through the Madison River Canyon was transferred to the Secondary System, and plans were made for its reconstruction as soon as conditions became stabilized.

The period from 1943 to 1959 began in a year when highway activity was at the very minimum because of wartime restrictions caused by the shortage of manpower, money and materials. Little improvement was experienced during the years of the wartime period, but in 1946, restrictions were eased and plans were made for a greatly increased postwar construction program. Each succeeding Federal-Aid Act increased the scope and the financing of the Federal-aid program, with the State making every effort to meet its corresponding and expanding obligations.

Although State highway revenue never succeeded in meeting the requirements for prompt and full matching of Federal-aid, substantial progress was made towards that goal through the sale of bonds, increases in the motor fuel taxes, and new taxes on trucks and trailers.

At the close of the period of 1959, there had been a substantial increase in the population of the State and in the expansion of its economy. These indicators represented a measure of the need for improved highway facilities, but better indicators were available in the more directly related factors of expanding registrations of motor vehicles, the greatly increased consumption of motor fuel used on highways, and the soaring traffic volumes.

Actual highway improvement had lagged considerably behind the need for improved services as shown by these indicators, but at the close of 1959, the State was in a position to enter into a new era of highway transportation service, provided that the beneficiaries in the State and the Nation could overcome their individual prejudices and work towards the common objective of better and safer highways.

HIGHWAY MILEAGE DATA

PAGES 51 TO 69

FEDERAL-AID PRIMARY SYSTEM DESIGNATION

The original volume of Highway History contained a chronological history of additions and adjustments to the Federal-aid Primary Highway System up to and including the addition of Route 49 from a point near Dillon to a point near Twin Bridges. After this transaction, the system mileage was shown as 4,667.10 miles, exclusive of 1,049.49 miles within Federal reservations.

On June 11, 1945, a revision to Route 10 was approved. This revision covered a change in the northern terminus of the route from a point on Route 1 in Havre to a new location on Route 1 west of Havre. The revised description follows:

Route 10 - From a point on Federal-aid road No. 3 in Great Falls via Fort Benton to a point on Federal-aid road No. 1 west of Havre.

This revision decreased the system mileage by 1.91 miles, making a new total of 4,665.19 miles, exclusive of 1,049.49 miles within Federal reservations.

On December 26, 1945, Route 50 was added to the Federal-aid Primary System. The route was described as follows:

Route 50 - From a point on Federal-aid road No. 2 in Bozeman to a point on the west boundary of Yellowstone National Park, and from another point on the west boundary of Yellowstone National Park to a point on Federal-aid road No. 13 north of West Yellowstone.

This addition to the system increased the mileage by 22.73 miles to a new total of 4,687.92 miles, exclusive of 1,089.08 miles within Federal reservations.

The description of Route 49 was changed to provide for a connection with Route 29 in Twin Bridges in place of the previous terminus at a point south of Twin Bridges. This revision was approved on June 3, 1949. The revised route was described as follows:

Route 49 - From a point on Federal-aid road No. 3 north of Dillon to a point on Federal-aid road No. 29 in Twin Bridges.

The revision increased the mileage by 1.50 miles to a new total of 4,689.42 miles, exclusive of 1,089.08 miles within Federal reservations.

On March 3, 1948, Route 3 was revised to include the spur across the Missouri River to connect with Route 41. The revised route was described as follows:

Route 3 - From the Montana-Idaho line at Monida Pass via Monida and Dillon to a point on Federal-aid road No. 2 west of Butte, and from another point on Federal-aid road No. 2 in Butte via Boulder, Helena, Wolf Creek, Great Falls, Vaughn and Choteau to a point on Federal-aid road No. 1 southeast of Browning and from another point on Federal-aid road No. 1 north of Glacier Park Station via Babb to the International Boundary enroute to Cardston, Alberta, Canada, with a spur connection in the Great Falls urban area from a point south of the Sun River to a point on Federal-aid road No. 41 at Tenth Avenue.

This revision increased the mileage of the system by 1.56 miles to a new total of 4,690.98 miles, exclusive of 1,089.08 miles within Federal reservations.

On March 12, 1948, a southside bypass in Billings was approved as a part of Route 2. The description was modified as follows:

Route 2 - From the Montana-Idaho State line at Lookout Pass via St. Regis, Superior, Missoula, Bonner, Drummond, Garrison, Deer Lodge, Butte, Whitehall, Three Forks, Bozeman, Livingston, Big Timber, Columbus, Laurel, Billings, Hysham, Forsyth, Miles City, and Baker to the Montana-North Dakota State line easterly of Baker enroute to Bowman, North Dakota, with a loop south of the Northern Pacific Railway in Billings from a point south of the railway near the west city limits to a point north of the railway near the east city limits.

This addition increased the mileage of the system by 2.70 miles to a new total of 4,693.68 miles, exclusive of 1,089.08 miles within Federal reservations.

A bypass to Lewistown on Route 15 was approved on May 24, 1948. The new description of Route 15 was as follows:

Route 15 - From a junction with Federal-aid road No. 11 near Armington via Stanford, Lewistown, a point near Grassrange, Jordan, Circle, Glendive and Wibaux to the Montana-North Dakota State line near Beach, North Dakota, with a spur connection from a point west of Lewistown to a junction with Federal-aid road No. 43 in Lewistown.

This addition increased the length of the system by 2.90 miles to a new total of 4,696.58 miles exclusive of 1,089.08 miles within Federal reservations.

On July 2, 1948, the western terminus of Route 46 was changed and the route was described as follows:

Route 46 - From a point on Federal-aid road No. 3 near Divide via Ralston and Wisdom to a point on Federal-aid road No. 7 north of the Montana-Idaho State line near Lost Trail Pass, excepting a section of connecting Federal-aid road in Idaho 1.2 miles in length which provides continuity near the western end.

This revision decreased the length of the system by 5.67 miles, making a new total of 4,690.91 miles, exclusive of 1,088.83 miles within Federal reservations.

In connection with the re-numbering of the Federal-aid systems, revisions were made to the following routes. This approval became effective on April 4, 1949.

Route 2 - From the Montana-Idaho State line at Lookout Pass via Missoula, Bonner, Drummond, Garrison, Deer Lodge, Warm Springs, Butte, Three Forks, Bozeman, Livingston, Big Timber, Columbus, Laurel, Billings, Custer, Forsyth, Miles City, Terry, Glendive and Wibaux to the Montana-North Dakota State line, with a loop from a point west of Butte, via Front Street and Harrison Avenue, to a point south of Butte, and a spur therefrom via Utah Avenue to a point on Federal-aid road No. 3 at Utah Avenue and Park Street, and with a loop south of the Northern Pacific Railway in Billings from a point south of the railway near the west city limits to a point north of the railway near the east city limits.

Route 10 - From a point on Federal-aid road No. 3 in Great Falls via Fort Benton and Big Sandy to a point on Federal-aid road No. 1 west of Havre.

Route 35 - From a point on Federal-aid road No. 7 south of Hamilton via Skalkaho Pass to a point on Federal-aid road No. 19 south of Philipsburg.

These revisions, together with a more accurate and more recent determination of the mileages involved, decreased the system length to 4,676.9 miles, exclusive of 1,084.5 miles within Federal reservations.

On November 25, 1949, the regular route numbering system was re-adopted. With the exception of the changes in the route numbers, there was no change in the designations or descriptions.

The urban extensions of Primary System routes within cities of 5,000 and over were no longer charged against the official 7% System mileage, as approved on April 20, 1950. This action reduced the total system mileage to 4,638.0 miles, exclusive of 1,080.0 miles within Federal reservations.

This action permitted the designation of new routes, and Route 51 was added to the system as of August 30, 1950. The new route was described as follows:

Route 51 - From a point on Federal-aid road No. 25 north of Circle to a point on Federal-aid road No. 20 near Sidney.

Concurrently with the addition of this route, the designated length of the system was changed to a new length based on actual route mileages instead of designated route mileages. The new length of the system became 4,614.2 miles. With the addition of Route 51, the length of the system was increased to 4,680.2 miles, exclusive of 1,082.1 miles within Federal reservations.

On November 13, 1950, FAS Route 210 along the east shore of Flathead Lake was transferred to the Federal-aid Primary System. This route was described as follows:

Route 52 - From a point on Federal-aid road No. 5 east of Polson along the east shore of Flathead Lake to a point on Federal-aid road No. 1 east of Kalispell.

The addition of this route increased the system total by 22.2 miles to a new total of 4,702.4 miles, exclusive of 1,105.7 miles within Federal reservations. The new system total of 4,702.4 miles outside Federal reservations involved a technical overrun of 5.4 miles above the permissive 7% System limitation of 4,697.0 miles.

The original approval of Route 51 provided for a western terminus at a point north of Circle. A revision was approved on September 13, 1951 placing the western terminus at a point near Circle. The revised route was described as follows:

Route 51 - From a point on Federal-aid road No. 15 near Circle to a point on Federal-aid road No. 20 near Sidney.

This transaction increased the system length by 3.1 miles to a new total of 4,705.5 miles, exclusive of 1,105.7 miles within Federal reservations. This action also increased the technical overrun of 7% System mileage to a new figure of 8.5 miles.

Several revisions to the Federal-aid Primary System were approved as of December 9, 1952. These revisions covered an adjustment to the system in the vicinity of Glacier National Park. Route 44 which was previously located on a direct line between East Glacier and Browning was deleted from the system and this section of highway was included as part of Route 1. The section of highway on previous Route 1 between Browning and Kiowa Junction was designated as part of Route 3. The previous section of Route 1 from East Glacier to Kiowa Junction was designated as a spur to Route 1.

The revised routes were described as follows:

Route 44 - Deleted from the system.

Route 1 - From the Montana-Idaho State line near Leonia, Idaho via Troy, Libby, Manicke, Kalispell, West Glacier, East Glacier, Browning, Cut Bank, Shelby, Chester, Havre, Chinook, Malta, Glasgow, Wolf Point, and Culbertson to the Montana-North Dakota State line east of Bainville enroute to Williston, North Dakota, with a spur from a point at West Glacier northerly to the south boundary of Glacier National Park and a spur from East Glacier to Kiowa.

Route 3 - From the Montana-Idaho State line at Monida Pass via Monida and Dillon to a point on Federal-aid rural primary route 2 west of Butte, and from Butte via Boulder, Helena, Wolf Creek, Great Falls, Vaughn and Choteau to a point on Federal-aid rural primary route 1 southeast of Browning, and from another point on Federal-aid rural primary route 1 via Babb to the International Boundary enroute to Cardston, Alberta, Canada.

The same transaction involved several minor changes in route descriptions to compensate for transfers to the Federal-aid Urban System. Also, portions of Routes 16 and 42 were determined to lie within the confines of the Fort Peck Game Range, and consequently, the mileage so located should be included as Federal reservation mileage and not charged against the 7% System limitation.

After all adjustments had been made, it was determined that the approved length of the system was 4,682.2 miles exclusive of 1,118.3 miles within Federal reservations. This action eliminated the technical overrun of the 7% System mileage limitation.

The deteriorated condition of the highway through Yellowstone National Park north of West Yellowstone made it necessary that it be reconstructed. This section of highway had never been included in FAP Route 50 for the reason that it was located within the park boundaries and in the State of Wyoming. Since neither the National Park Service nor the State of Wyoming was interested in reconstructing this section of highway, it was necessary to obtain special state legislation permitting the inclusion of this section of highway in the State Highway System. The existing description of FAP Route 50 was broad enough to cover the entire route, therefore, no official Federal-aid system action was necessary to include this section of highway in Wyoming and Yellowstone Park.

Previous action had been taken to establish a Federal-aid Urban System in the State of Montana to include urban extensions of highway systems in cities of 5,000 population and more. At a later date, the Bureau of Public

Roads notified the State that the Federal-aid Urban System was being abandoned and that the urban routes were to be included as a part of the parent Primary System route. In line with this development, the descriptions of the following routes were revised as of June 7, 1955:

FAP Route 2 - From the Montana-Idaho State line at Lookout Pass via St. Regis, Superior, Missoula, Bonner, Drummond, Garrison, Deer Lodge, Butte, Whitehall, Three Forks, Bozeman, Livingston, Big Timber, Columbus, Laurel, Billings, Hysham, Forsyth, Miles City and Baker to the Montana-North Dakota State line enroute to Bowman, North Dakota, with loops in Butte, Bozeman and Billings.

FAP Route 3 - From the Montana-Idaho State line at Monida Pass via Monida and Dillon to a point on FAP Route 2 west of Butte, and from Butte, via Boulder, Helena, Wolf Creek, Great Falls, Vaughn and Choteau to a point on FAP Route 1 southeast of Browning, and from another point on FAP Route 1 in Browning via Babb to the International Boundary enroute to Cardston, Alberta, Canada, with a loop in Helena and spur connections in Butte and Great Falls.

FAP Route 8 - From a point on FAP Route 2 near Garrison to Helena and from Helena via Townsend to a point on FAP Route 2 west of Three Forks, with a spur connection in Helena.

As the result of these transactions and the inclusion of the Federal reservation mileage in Yellowstone Park on FAP Route 50, the new approved total system mileage was 4,682.8 miles, exclusive of 1,140.3 miles in Federal reservations and 67.3 miles in established urban areas.

On June 10, 1955, a minor change was made in the description of FAP Route 1 to cover the approved location which bypassed Browning. There was no change in the approved system mileage.

A revision of FAP Route 7 was approved on August 16, 1955. This revision included the additions of the Madison Street and the Orange Street spurs in Missoula. The following is the revised description:

FAP Route 7 - From the Montana-Idaho State line at Lost Trail Pass via Hamilton and Lolo to a point on FAP Route 2 in Missoula with spur connections in Missoula (1) via Madison Street Bridge to a point on FAP Route 2 and (2) via Orange Street Bridge to a point on Interstate Route 1.

Since most of the increased mileage was located in the urban area of Missoula, only 0.3 mile was charged against the 7% System. The new total was 4,683.1 miles, exclusive of 1,140.3 miles in Federal reservations and 70.2 miles in established urban areas.

On July 1, 1955 a completely new tabulation of all FAP routes was submitted for the approval of the Bureau of Public Roads. In the approval letter from that agency, the new system mileage was reported as 4,668.4 miles, exclusive of 1,141.9 miles within Federal reservations and 81.1 miles within established urban areas. This approval letter also covered the transfer of a spur in Butte from FAP Route 3 to FAP Route 2.

FAS Route 301 from Billings to Lavina for a long time had been serving traffic volumes that justified its addition to the Federal-aid Primary System. Action to designate this highway as FAP Route 53 was approved on March 6, 1956. This route was described as follows:

FAP Route 53 - From a point on FAP Route 2 in Billings to a point on FAP Route 14 north of Lavina.

The same approval letter included adjustments to the urban area of Great Falls which reduced the chargeable mileage by 4.0 miles. It also included a minor adjustment in the location of FAP Route 50 near Bozeman. The final approval included an increase of 41.1 miles to a new total of 4,697.0 miles exclusive of 1,141.9 miles within Federal reservations, 86.1 miles within established urban areas, and a technical overrun of 12.5 miles in the permissible mileage.

On December 18, 1956, the possibility was investigated of increasing the size of the Primary System to an 8% System. This action would have permitted the addition to the system of eligible and important Federal-aid Secondary System routes. In order to achieve an 8% system, it was necessary to show that the 7% System had progressed to the extent that it was 90% complete. The proposal was not concurred in for the reason that there was a substantial amount of mileage that had not been built to date and also because much of the constructed mileage was far below standards.

During August 1959, a severe earthquake destroyed portions of FAP Route 13 through the Madison River Canyon below West Yellowstone. An impounded lake resulting from a major landslide also flooded a long section of this highway. This disaster made it necessary that a new Primary System highway be designated via Reynolds Pass to the Idaho State line where it connected with a proposed new highway on the Idaho side of the border.

Since a technical overrun of the 7% System mileage already existed, the Reynolds Pass highway could not be added to the Primary System unless the existing mileage on FAP Route 13 through the Madison River Canyon could be removed from the Primary System and added to the Secondary System. This adjustment was made and the routing via Reynolds Pass was approved as a part of FAP Route 13 on October 27, 1959. This same adjustment required that the portion of existing FAP Route 13 between West Yellowstone and Duck Creek Wye be transferred to FAP Route 50. After these adjustments, these routes were described as follows:

FAP Route 13 - From a point on the Montana - Idaho State line at Reynolds Pass via Ennis to a point on FAP Route 2 near Sappington.

FAP Route 50 - From a point on FAP Route 12 at West Yellowstone to a point on FAP Route 2 in Bozeman.

These transactions resulted in an approved system length of 4,697.0 miles, exclusive of a technical overrun of 14.9 miles. Although the approval letter did not state the amount of mileage within Federal reservations, calculations showed that the elimination of the Primary System mileage, through the Madison River Canyon, reduced the total by 28.9 miles to a new total of 1,113.0 miles within Federal reservations. Also excluded were 86.1 miles within established urban areas.

A new description of all FAP routes was prepared following these adjustments. These descriptions are shown below in the following:

DESCRIPTION OF MONTANA FEDERAL AID PRIMARY ROUTES

AS OF OCTOBER 27, 1959

ROUTE NUMBER	DESCRIPTION	LATEST APPROVAL DATE
1.	From the Montana - Idaho State line near Leonia, Idaho, via Troy, Libby, Manicke, Kalispell, West Glacier, East Glacier, Browning Junction, Cut Bank, Shelby, Chester, Havre, Chinook, Malta, Glasgow, Wolf Point and Culbertson to the Montana - North Dakota State line east of Bainville enroute to Williston, North Dakota with a spur from a point at West Glacier northerly to the south boundary of Glacier National Park, and a spur from East Glacier to Kiowa.	11-9-55
2.	From the Montana - Idaho State line at Lookout Pass via St. Regis, Superior, Missoula, Bonner, Drummond, Garrison, Deer Lodge, Butte, Whitehall, Three Forks, Bozeman, Livingston, Big Timber, Columbus, Laurel, Billings, Hysham, Forsyth, Miles City, and Baker to the Montana - North Dakota State line enroute to Bowman, North Dakota, with a spur in Butte and loops in Butte, Bozeman and Billings.	11-9-55
3.	From the Montana - Idaho State line at Monida Pass via Monida and Dillon to a point on FAP Route 2 west of Butte, and from a point on FAP Route 2 in Butte via Boulder, Helena, Wolf Creek, Great Falls, Vaughn and Choteau to a point on FAP Route 1 southeast of Browning, and from another point on FAP Route 1 southeast of Browning via Babb to the International Boundary,	

<u>ROUTE NUMBER</u>	<u>DESCRIPTION</u>	<u>LATEST APPROVAL DATE</u>
3. (cont.)	enroute to Cardston, Alberta, Canada, with a loop in Helena and a spur in Great Falls.	11-9-55
4.	From the Montana - Wyoming State line north of Frannie, Wyoming via Bridger and Rockvale to a point on FAP Route 2 in Laurel.	11-9-55
5.	From a point on FAP Route 2 northwest of Missoula via Ravalli, Polson, Elmo, Kalispell, Whitefish and Eureka to the International Boundary south of Roosville, Canada.	11-9-55
6.	From the Montana - Idaho State line northwest of Heron via Trout Creek, Thompson Falls, and Plains to a point on FAP Route 5 in Ravalli.	11-9-55
7.	From the Montana - Idaho State line at Lost Trail Pass via Hamilton and Lolo to a point on FAP Route 2 in Missoula.	11-9-55
8.	From a point on FAP Route 2 near Garrison to a point on FAP Route 3 in Helena and from another point on FAP Route 3 east of Helena via Townsend to a point on FAP Route 2 west of Three Forks, with a spur in Helena.	11-9-55
9.	From a point on FAP Route 3 at Wolf Creek via Augusta to a point on FAP Route 3 at Choteau.	11-9-55
10.	From a point on FAP Route 3 in Great Falls via Fort Benton to a point on FAP Route 1 west of Havre, with a spur in Great Falls.	11-9-55
11.	From the Yellowstone National Park Boundary at Gardiner to a point on FAP Route 2 in Livingston and from another point on FAP Route 2 east of Livingston via White Sulphur Springs, Neihart and Monarch to a point on FAP Route 10 in Great Falls.	11-9-55
12.	From the Montana - Idaho State line at Targhee Pass to the Yellowstone National Park Boundary at West Yellowstone.	11-9-55
13.	From a point on the Montana - Idaho State line at Reynolds Pass via Ennis to a point on FAP Route 2 near Sappington.	10-27-59
14.	From a point on FAP Route 8 in Townsend to a point on FAP Route 11 south of White Sulphur Springs, and from another point on FAP Route 11 northeast of White Sulphur Springs via Harlowton, Ryegate and Roundup to a point on FAP Route 2 in Forsyth.	11-9-55

ROUTE NUMBER	DESCRIPTION	LATEST APPROVAL DATE
15.	From a point on FAP Route 11 near Armington via Stanford, Lewistown, a point near Grassrange, Jordan, Circle, Glendive, and Wibaux to the Montana - North Dakota State line near Beach, North Dakota, with a spur in Lewistown and a loop in Glendive.	11-9-55
16.	From the Montana - Wyoming State line north of Parkman, Wyoming, via Crow Agency and Hardin to a point on FAP Route 2 in Billings, and from another point on FAP Route 2 north of Billings to a point on FAP Route 14 southwest of Roundup, and from another point on FAP Route 14 in Roundup via Grassrange and Armells Creek Crossing to a point on FAP Route 1 in Malta.	11-9-55
17.	From a point on FAP Route 2 northeast of Miles City via Terry to a point on FAP Route 15 west of Glendive.	11-9-55
18.	From a point on FAP Route 2 in Miles City to a point on FAP Route 15 south of Jordan.	11-9-55
19.	From a point on FAP Route 2 southeast of Anaconda via Anaconda, Georgetown Lake and Philipsburg to a point on FAP Route 2 at Drummond.	11-9-55
20.	From a point on FAP Route 15 near Glendive via Sidney to the Montana - North Dakota State line near Fairview.	11-9-55
21.	From a point on FAP Route 3 near Vaughn via Conrad to a point on FAP Route 1 in Shelby, and from another point on FAP Route 1 in Shelby to the International Boundary at Sweetgrass.	11-9-55
22.	From a point on FAP Route 32 in Scobey via Flaxville, Plentywood and Culbertson to a point on FAP Route 20 in Sidney.	11-9-55
23.	From a point on FAP Route 2 in Miles City via Broadus to the Montana - Wyoming State line near Alzada.	11-9-55
24.	From a point on FAP Route 2 at Bonner via Ovando, Lincoln, a point near Hogan and Simms to a point on FAP Route 3 northeast of Sun River, with a spur from a point near Simms to a point on FAP Route 9 near Augusta.	11-9-55
25.	From a point on FAP Route 15 in Circle to a point on FAP Route 1 in Wolf Point.	11-9-55

<u>ROUTE NUMBER</u>	<u>DESCRIPTION</u>	<u>LATEST APPROVAL DATE</u>
26.	From a point on FAP Route 20 south of Sidney easterly to the Montana - North Dakota State line.	11-9-55
27.	From a point on FAS Route 323 in Ekalaka via Baker to a point on FAP Route 15 in Wibaux.	11-9-55
28.	From a point within the east boundary of Custer National Forest approximately nine miles southwest of Red Lodge via Red Lodge to a point on FAP Route 4 at Rockvale.	11-9-55
29.	From a point on FAP Route 13 at Ennis via Virginia City, Sheridan and Twin Bridges to a point on FAP Route 2 west of Whitehall.	11-9-55
30.	From a point on FAP Route 22 near Plentywood to the Montana - North Dakota State line at Westby.	
31.	From a point on FAP Route 22 at Flaxville via Whitetail to the International Boundary north of Whitetail enroute to Bangough, Saskatchewan, Canada.	11-9-55
32.	From a point on FAP Route 25 east of Wolf Point to a point on FAP Route 22 in Scobey.	11-9-55
33.	From a point on FAP Route 1 in Libby via Rexford to a point on FAP Route 5 near Eureka.	11-9-55
34.	Eliminated.	
35.	From a point on FAP Route 7 south of Hamilton via Skalkaho Pass to a point on FAP Route 19 south of Philipsburg.	11-9-55
36.	From a point on FAP Route 6 near Plains to a point on FAP Route 5 near Elmo, with a spur to Hot Springs.	11-9-55
37.	From a point on FAP Route 16 near Crow Agency via Lame Deer and Ashland to a point on FAP Route 23 near Broadus.	11-9-55
38.	From a point on FAP Route 5 south of Whitefish to a point on FAP Route 1 east of Columbia Falls	11-9-55
39.	From a point on FAP Route 3 north of Babb via Kennedy Creek to the International Boundary enroute to Waterton Park, Canada.	11-9-55

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT

(Primary Rural System)

<u>Year</u>	<u>Graded and Drained</u>	<u>Gravel</u>	<u>Hard Surfaced</u>	<u>Total</u>
1923	14	70	6	90
1924	30	118		148
1925	7	139		146
1926	5	117	2	124
1927	19	117	1	137
1928	38	277	7	322
1929	153	261		414
1930	337	200		537
1931	58	885	1	944
1932	152	811		963
1933	119	751		870
1934	31	182	990	1203
1935	13	187	461	661
1936	80	54	915	1049
1937	67	76	259	402
1938	46	75	127	248
1939	41	82	170	293
1940	5	113	348	466
1941	46	80	212	338
1942	8	17	134	159
1943		14	31	45
1944	4	16	21	41
1945		8	36	44
1946	24	76	129	229
1947	43	26	263	332
1948	20	38	203	261
1949	35	26	316	377
1950	21	63	327	411
1951	6	27	286	319
1952	37	11	443	491
1953	24	29	379	432
1954	28	12	462	502
1955	24	6	463	493
1956 *	18	39	333	390
1957 *	16	12	315	343
1958 *	20		273	293
1959 *			201	201

Remarks: Mileage built includes contracts awarded during the year and maintenance betterment projects.

* Excludes construction on Interstate System

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT
(INTERSTATE RURAL SYSTEM)

<u>Year</u>	<u>Hard Surfaced</u>	<u>Total</u>
1956	80	80
1957	82	82
1958	70	70
1959	30	30

Remarks:

Mileage built includes contracts awarded during the year and maintenance betterment projects.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT

(Secondary Rural System)

<u>Year</u>	<u>Graded and Drained</u>	<u>Gravel</u>	<u>Hard Surfaced</u>	<u>Total</u>
1934		192	82	274
1935		77	33	110
1936		21	12	33
1937	5	4	25	34
1938		4	12	16
1939	25	44	11	80
1940	30	48	19	97
1941	23	72	18	113
1942	5	21	25	51
1943			38	38
1944	2	37	4	43
1945		5		5
1946	18	67	51	136
1947	18	154	48	220
1948	69	306	91	466
1949	54	147	41	242
1950	7	137	126	270
1951	21	128	117	266
1952	11	64	103	178
1953	41	104	129	274
1954	21	131	157	309
1955	18	82	137	237
1956	6	140	90	236
1957	56	108	282	446
1958	13	92	239	344
1959	14	44	154	212

Remarks:

Mileage built includes contracts awarded during the year and maintenance betterment projects.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENT

(Municipal Extensions of State System)

<u>Year</u>	<u>Graded and Drained</u>	<u>Gravel</u>	<u>Hard Surfaced</u>	<u>Total</u>
1934		1	22	23
1935			1	1
1936	1		4	5
1937		1	4	5
1938		1	3	4
1939		2	6	8
1940	1	1	4	6
1941	1	1	5	7
1942			1	1
1943		1		1
1944			1	1
1945			1	1
1946		2	1	3
1947			2	2
1948		1	8	9
1949		1	9	10
1950		1	9	10
1951			11	11
1952			8	8
1953			8	8
1954	1		9	10
1955		1	16	17
1956			6	6
1957			4	4
1958			6	6
1959			6	6

Remarks: Mileage built includes contracts awarded during the year and maintenance betterment projects.

**MOTOR FUEL &
REGISTRATION
DATA**

PAGES 70 TO 78

MOTOR FUEL USAGE IN MONTANA

(In Thousands of Gallons)

<u>Calendar Year</u>	<u>Highway Usage</u>	<u>Non-Highway Usage</u>	<u>Total Usage</u>
1925	27,909	6,977	34,886
1926	35,254	8,813	44,067
1927	43,206	10,801	54,007
1928	57,637	14,559	72,196
1929	59,183	20,413	79,596
1930	60,620	17,705	78,325
1931	62,218	14,739	76,957
1932	56,002	13,721	69,723
1933	57,599	12,372	69,971
1934	75,584	11,614	87,198
1935	80,959	17,022	97,981
1936	93,760	15,983	109,743
1937	94,760	16,888	111,648
1938	93,486	21,464	114,950
1939	103,906	22,615	126,521
1940	109,723	25,251	134,974
1941	117,731	28,081	145,812
1942	94,319	27,979	122,298
1943	75,287	28,573	103,860
1944	77,626	32,911	110,537
1945	88,298	35,606	123,904
1946	126,237	40,959	167,196
1947	140,969	47,155	188,124
1948	152,369	52,765	205,134
1949	163,536	51,338	214,874
1950	176,755	52,994	229,749
1951	194,929	43,585	238,514
1952	200,639	57,533	258,172
1953	229,335	38,281	267,616
1954	221,569	58,832	280,401
1955	229,296	60,322	289,618
1956	251,572	51,583	303,155
1957	242,617	63,114	305,731
1958	261,088	50,097	311,185
1959	265,463	64,459	329,922

NOTE:

This table includes usage by Federal, State, County and City agencies.

DIESEL FUEL TAX COLLECTIONS

<u>Year</u>	<u>TAX COLLECTIONS</u>	
	<u>Gallons</u>	<u>Amount</u>
1937 & 1938	606,957	\$ 30,348
1939 & 1940	486,373	24,319
1941 & 1942	3,495,282	174,764
1943 & 1944	3,353,631	167,682
1945 & 1946	3,116,024	155,801
1947	3,138,376	156,919
1948	4,605,726	230,286
1949	5,013,911	274,298
1950	7,202,604	432,156
1951	9,642,216	578,533
1952	10,191,485	611,489
1953	14,148,399	848,904
1954	16,445,639	986,738
1955	17,079,057	1,327,659
1956	17,637,563	1,587,381
1957	19,662,757	1,769,648
1958	20,630,948	1,856,785
1959	25,119,594	2,260,763

MOTOR FUEL TAX COLLECTIONS
AND REFUNDS

<u>Year</u>	<u>Gross</u>	<u>Net</u>	<u>Refunds</u>	
	<u>Collections</u>	<u>Collections</u>	<u>Amount</u>	<u>% of Gross</u>
	\$	\$	\$	
1935	4,740,362	3,855,542	895,920	18.90
1936	5,249,556	4,455,251	794,305	15.13
1937	5,423,943	4,580,875	843,068	15.54
1938	5,490,503	4,451,690	1,038,813	18.92
1939	5,887,321	4,800,352	1,086,969	18.46
1940	6,378,039	5,068,305	1,309,734	20.54
1941	6,877,764	5,467,841	1,409,923	20.50
1942	6,096,384	4,749,209	1,347,175	22.10
1943	5,089,633	3,600,681	1,488,952	29.25
1944	5,440,738	3,908,372	1,532,366	28.16
1945	6,278,017	4,485,773	1,792,244	28.55
1946	8,185,528	6,158,300	2,027,228	24.77
1947	9,221,998	6,862,836	2,359,162	25.58
1948	10,084,529	7,428,767	2,655,762	26.34
1949	11,574,569	8,819,204	2,755,365	23.81
1950	13,575,654	10,396,788	3,178,866	23.42
1951	14,178,792	11,698,233	2,480,559	17.49
1952	15,263,154	11,916,941	3,346,212	21.92
1953	15,960,355	13,678,353	2,282,003	14.30
1954	16,622,357	13,339,352	3,283,006	19.75
1955	19,812,056	16,188,611	3,623,445	18.29
1956	20,860,034	17,258,461	3,601,573	17.27
1957	20,771,081	17,202,756	3,568,325	17.18
1958	18,423,931	15,745,611	2,678,320	14.54
1959	19,067,749	16,524,538	2,543,210	13.34

Gasoline tax rates:

1¢ from March 5, 1921 to March 31, 1923
2¢ from March 31, 1923 to February 15, 1927
3¢ from February 15, 1927 to April 1, 1929
5¢ from April 1, 1929 to July 1, 1949
6¢ from July 1, 1949 to April 1, 1955
7¢ from April 1, 1955 to January 15, 1958
6¢ from January 15, 1958 to date

Diesel fuel tax rates:

No separate distinction before March 13, 1935
5¢ from March 13, 1935 to July 1, 1949
6¢ from July 1, 1949 to April 1, 1955
9¢ from April 1, 1955 to date

MOTOR VEHICLE REGISTRATIONS IN MONTANA

(Privately-owned vehicles)

<u>Year</u>	<u>Automobiles</u>	<u>Buses</u>	<u>Trucks</u>	<u>Total</u>
1900	20			20
1901	40			40
1902	60			60
1903	70			70
1904	140			140
1905	180			180
1906	250			250
1907	300			300
1908	450			450
1909	700		10	710
1910	1010		20	1030
1911	1360		50	1410
1912	1920		250	2170
1913	5470		450	5920
1914	9300		900	10200
1915	13213		1307	14520
1916	22270		2235	24505
1917	38024		3872	41896
1918	46273		4780	51053
1919	52607		5510	58117
1920	54828		5822	60650
1921	53070		5715	58785
1922	55682		6968	62650
1923	65449		8379	73828
1924	69824		9871	79695
1925	82135		12521	94656
1926	88840		15118	103958
1927	94733		18002	112735
1928	104231		21804	126035
1929	115285		25102	140387
1930	109549		25619	135168
1931	103129		24037	127166
1932	88611		20521	109132
1933	82765		27480	110245
1934	97249		31087	128336
1935	114170		35542	149712
1936	127839		39311	167150
1937	133811		40081	173892
1938	130188		41138	171326
1939	135839		44480	180319
1940	143068		47964	191032
1941	147256	350	51126	198732
1942	128656	775	45796	175227
1943	115429	800	44580	160809

MOTOR VEHICLE REGISTRATIONS IN MONTANA

(continued)

(Privately-owned vehicles)

<u>Year</u>	<u>Automobiles</u>	<u>Buses</u>	<u>Trucks</u>	<u>Total</u>
1944	110617	780	45950	157347
1945	108625	554	47706	156885
1946	120102	651	54296	175049
1947	131468	734	61181	193383
1948	145800	834	69159	215793
1949	164927	905	74635	240467
1950	180307	702	78274	259283
1951	188126	608	82466	271200
1952	192810	691	83371	276872
1953	203838	804	91266	295908
1954	212479	824	94645	307948
1955	229471	923	99150	329544
1956	237107	964	102177	340248
1957	244057	992	104024	349073
1958	244775	1004	105884	351663
1959	255846	798	111580	368224

MOTOR VEHICLE REGISTRATIONS IN MONTANA
PUBLICLY - OWNED VEHICLES
(Including Federal, State, County and Municipal)

<u>Year</u>	<u>Automobiles</u>	<u>Buses</u>	<u>Trucks</u>	<u>Total</u>
1925	421		879	1,300
1926	438		956	1,394
1927	486		1,102	1,588
1928	516		1,213	1,729
1929	486		1,193	1,679
1930	516		1,313	1,829
1931	542		1,424	1,966
1932	609		1,696	2,305
1933	617		1,838	2,455
1934	660		2,094	2,754
1935	731		2,330	3,061
1936	704		2,209	2,913
1937	750	4	2,598	3,352
1938	805	3	3,300	4,108
1939	959	30	3,810	4,799
1940	1,052	9	3,922	4,983
1941	995	12	4,383	5,390
1942	938	13	4,149	5,100
1943	881	9	3,238	4,128
1944	844	7	3,040	3,891
1945	860	3	2,885	3,748
1946	975	8	3,104	4,087
1947	1,147	9	3,942	5,098
1948	1,336	157	3,936	5,429
1949	1,390	159	3,993	5,542
1950	1,260	222	4,127	5,609
1951	1,445	265	4,121	5,831
1952	1,299	283	4,124	5,706
1953	1,205	323	4,866	6,394
1954	1,215	332	4,834	6,381
1955	1,206	326	5,018	6,550
1956	1,160	406	5,216	6,782
1957	1,150	322	5,800	7,272
1958	1,208	331	6,113	7,652
1959	1,094	404	5,870	7,368

MOTOR VEHICLE REGISTRATIONS IN MONTANA

(Private and Public Vehicles)

<u>Year</u>	<u>Automobiles</u>	<u>Buses</u>	<u>Trucks</u>	<u>Total</u>
1900	20			20
1901	40			40
1902	60			60
1903	70			70
1904	140			140
1905	180			180
1906	250			250
1907	300			300
1908	450			450
1909	700		10	710
1910	1010		20	1030
1911	1360		50	1410
1912	1920		250	2170
1913	5470		450	5920
1914	9300		900	10200
1915	13213		1307	14520
1916	22270		2235	24505
1917	38024		3872	41896
1918	46273		4780	51053
1919	52607		5510	58117
1920	54828		5822	60650
1921	53070		5715	58785
1922	55682		6968	62650
1923	65449		8379	73828
1924	69824		9871	79695
1925	82556		13400	95956
1926	89278		16074	105352
1927	95219		19104	114323
1928	104747		23017	127764
1929	115771		26295	142066
1930	110065		26932	136997
1931	103671		25461	129132
1932	89220		22217	111437
1933	83382		29318	112700
1934	97909		33181	131090
1935	114901		37872	152773
1936	128543		41520	170063
1937	134561	4	42679	177244
1938	130993	3	44438	175434
1939	136798	30	48290	185118
1940	144120	9	51886	196015
1941	148251	362	55509	204122
1942	129594	788	49945	180327
1943	116310	809	47818	164937
1944	111461	787	48990	161238

MOTOR VEHICLE REGISTRATIONS IN MONTANA

(continued)

(Private and Public Vehicles)

<u>Year</u>	<u>Automobiles</u>	<u>Buses</u>	<u>Trucks</u>	<u>Total</u>
1945	109485	557	50591	160633
1946	121077	659	57400	179136
1947	132615	743	65123	198481
1948	147136	991	73095	221222
1949	166317	1064	78628	246009
1950	181567	924	82401	264892
1951	189571	873	86587	277031
1952	194109	974	87495	282578
1953	205043	1127	96132	302302
1954	213694	1156	99479	314329
1955	230677	1249	104168	336094
1956	238267	1370	107393	347030
1957	245207	1314	109824	356345
1958	245983	1335	111997	359315
1959	256940	1202	117450	375592

Note: Includes private, Federal, State, County, City and other publicly owned vehicles.

CALENDAR YEAR	PRIMARY		SECONDARY		INTERSTATE		ALL SYSTEMS	
	MILES	COST	MILES	COST	MILES	COST	MILES	COST
1943	4.722	\$ 485,489					4.722	\$ 485,489
1944	26.887	1,338,387	9.590	\$ 108,186			36.477	1,446,573
1945	50.837	2,047,845					50.837	2,047,845
1946	133.726	4,201,919	195.414	3,172,103			329.140	7,374,022
1947	90.562	2,855,054	76.242	1,256,279			166.804	4,111,333
1948	249.562	6,811,207	304.177	4,354,256			553.739	11,165,463
1949	233.732	6,956,234	198,491	2,885,112			432,223	9,841,346
1950	225.656	6,457,671	296,227	3,271,279			521.883	9,728,950
1951	138.409	7,846,924	197.420	4,358,822			335.829	12,205,746
1952	143.783	5,493,495	174.259	4,205,415			318.042	9,698,910
1953	177.759	6,779,404	258.013	4,697,368			435.772	11,476,772
1954	307.773	8,588,666	285.253	5,553,171			593.026	14,141,837
1955	452.829	12,748,554	207.662	6,294,827			660.491	19,043,381
1956	307.116	16,289,345	256.874	7,899,771			563.990	24,189,116
1957	169.591	10,231,768	292.534	9,352,515	52.014	\$ 2,868,682	514.139	22,452,965
1958	235.124	13,533,710	364.862	9,949,985	56.193	13,876,145	656.179	37,359,840
1959	126.213	6,417,451	199.089	4,976,689	27.882	8,815,194	353.184	20,209,334

Note: 1. Table includes highway construction contracts only. It does not include maintenance contracts, stockpile gravel, building contracts, work orders or negotiated contracts.

Note: 2. Prior to 1957, Interstate contracts were included with Primary contracts.

**FINANCIAL &
MISCELLANEOUS
DATA**

PAGES 79 TO 117

<u>Year</u>	<u>For</u> <u>Construction</u> <u>1/</u>	<u>For</u> <u>Maintenance</u>	<u>Total</u>	<u>Year</u>	<u>For</u> <u>Construction</u> <u>1/</u>	<u>For</u> <u>Maintenance</u>	<u>Total</u>
1921	\$ 3,257	\$ 82	\$ 3,339	1941	\$ 5,160	\$ 2,217	\$ 7,377
1922	4,180	39	4,219	1942	2,424	2,329	4,753
1923	1,106	92	1,198	1943	1,018	2,289	3,307
1924	1,452	135	1,587	1944	1,675	2,841	4,516
1925	967	108	1,075	1945	1,433	3,046	4,479
1926	872	98	970	1946	4,446	3,253	7,699
1927	1,034	158	1,192	1947	7,004	4,733	11,737
1928	3,328	410	3,738	1948	10,503	5,779	16,282
1929	3,860	545	4,405	1949	11,117	5,156	16,273
1930	5,354	778	6,132	1950	11,742	4,758	16,500
1931	6,089	817	6,906	1951	10,531	6,501	17,032
1932	6,653	1,350	8,003	1952	14,978	6,653	21,631
1933	9,500	1,788	11,288	1953	10,915	5,393	16,308
1934	9,901	1,558	11,459	1954	17,194	5,763	22,957
1935	4,879	1,554	6,433	1955	17,431	4,997	22,428
1936	10,251	1,839	12,090	1956	27,224	5,244	32,468
1937	4,895	1,721	6,616	1957	27,702	5,237	32,939
1938	2,984	1,898	4,882	1958	35,426	5,129	40,555
1939	5,430	2,153	7,583	1959	40,802	5,491	46,293

1/ Includes maintenance betterments

DIRECT MAINTENANCE

Fiscal Year	General	Special	Betterment	Total	Miles Maint.	Per Mile	Capital Assets	Other Expenditures	Total Expenditures
1935	\$946,176.54	\$183,242.32	\$431,935.04	\$1,561,253.91	4219	\$370.07	Not Seg.	\$301,940.51	\$1,863,294.42
1936	947,571.08	105,272.61	405,371.70	1,458,215.39	4367	333.91	"	295,566.18	1,753,781.57
1937	1,069,754.99	169,975.56	552,314.80	1,792,045.35	4629	387.13	"	328,328.61	2,120,373.96
1938	1,053,342.63	249,738.09	354,005.50	1,657,086.22	4698	352.72	"	442,566.84	2,099,653.06
1939	1,205,347.73	358,487.23	318,581.32	1,882,416.28	4856	387.64	135,969.49	198,880.17	2,217,265.94
1940	1,283,209.82	365,452.43	365,452.43	1,931,755.31	4945	390.64	175,628.50	165,845.50	2,273,229.11
1941	1,273,429.55	309,514.38	360,950.66	1,943,894.59	5100	381.15	177,542.81	123,675.52	2,245,112.92
1942	1,452,198.61	243,867.04	408,397.41	2,104,463.06	5175	406.65	190,578.82	176,789.59	2,471,831.47
1943	1,477,333.06	156,751.88	348,909.83	1,982,994.77	5240	378.43	106,430.46	111,654.79	2,201,080.02
1944	1,614,020.35	165,132.26	461,944.11	2,241,096.72	5259	426.14	59,069.07	136,828.93	2,436,994.72
1945	1,516,623.21	219,989.26	709,090.64	2,445,703.11	5264	464.60	300,685.26	289,653.73	3,036,042.10
1946	1,763,893.56	214,162.49	837,059.81	2,815,115.86	5294	531.75	232,098.09	379,732.54	3,426,946.49
1947	2,206,087.54	203,226.45	864,759.66	3,274,073.65	5311	616.47	502,620.07	602,877.26	4,379,570.98
1948	2,910,183.73	318,444.87	1,143,556.86	4,372,185.46	5321	821.68	637,796.67	870,924.30	5,880,906.43
1949	3,664,112.82	333,779.71	1,122,147.09	5,120,039.62	5354	956.30	313,949.60	131,523.80	5,565,513.02
1950	3,696,107.62	199,228.29	1,010,310.03	4,905,645.94	5346	917.62	319,945.31	62,436.05	5,288,027.30
1951	3,965,982.04	246,991.40	1,240,768.13	5,453,741.57	5394	1,011.07	485,280.10	439,717.79	6,378,739.46
1952	4,699,206.82	242,770.71	1,415,201.48	6,357,179.01	5445	1,167.52	335,000.62	479,326.82	7,171,506.45
1953	4,280,095.17	210,049.85	1,010,798.70	5,500,943.72	5504	999.44	890,325.24	558,094.18	6,949,363.14
1954	4,290,223.55	232,228.82	996,223.71	5,518,676.08	5527	998.49	205,838.63	793,035.94	6,517,550.65
1955	4,142,833.95	170,031.71	954,138.84	5,267,004.50	5538	951.07	392,619.49	908,724.12	6,568,348.11
1956	4,367,427.79	169,268.69	1,004,395.43	5,541,091.91	5599	989.65	412,275.22	961,480.76	6,914,847.89
1957	4,453,612.17	143,525.70	992,671.70	5,589,809.57	5708	979.29	447,042.28	1183,506.04	7,220,357.89
1958	4,771,242.04	127,173.86	926,813.33	5,825,229.23	5768	1,009.92	374,927.56	804,248.93	7,004,405.72
1959	4,875,622.26	131,953.89	752,285.99	5,759,862.14	5785	995.65	326,183.43	1040,833.69	7,126,879.26

STATE HIGHWAY RECEIPTS
AND EXPENDITURES

<u>Fiscal Year</u>	<u>Receipts</u>	<u>Expenditures</u>
1922	\$ 2,718,193.05	\$ 2,528,933.34
1923	1,473,461.40	1,669,862.44
1924	1,556,248.04	1,449,066.68
1925	1,539,524.64	1,731,273.12
1926	1,122,701.81	1,154,824.25
1927	1,687,961.78	1,540,789.01
1928	3,828,660.34	3,863,324.25
1929	4,426,804.98	4,487,814.81
1930	5,856,854.36	6,377,829.10
1931	7,534,538.59	7,172,920.90
1932	8,542,365.91	8,502,275.28
1933	7,606,270.84	7,479,854.37
1934	11,695,583.65	9,590,709.73
1935	9,374,410.10	10,480,779.75
1936	10,055,980.71	9,856,590.01
1937	10,031,582.83	10,701,221.38
1938	7,820,290.84	8,133,496.66
1939	7,698,414.15	6,604,887.16
1940	10,242,942.16	10,007,850.84
1941	8,624,555.72	9,127,149.80
1942	7,658,987.75	7,123,071.69
1943	5,278,075.55	4,490,929.49
1944	4,778,649.60	4,227,906.16
1945	5,370,777.78	5,466,142.95
1946	7,720,766.11	7,619,044.34
1947	9,118,119.16	10,164,425.33
1948	13,419,198.15	14,200,052.61
1949	23,127,201.29	18,868,325.28
1950	18,395,722.88	18,382,295.80
1951	20,162,508.12	20,645,155.42
1952	19,384,754.17	21,148,111.31
1953	22,331,898.64	22,925,460.33
1954	22,113,726.14	21,927,893.91
1955	26,842,859.80	25,949,978.07
1956	30,279,822.41	29,339,694.13
1957	40,234,474.90	38,856,138.09
1958	37,881,729.76	37,135,314.88
1959	43,448,959.58	49,993,262.31

Note: This tabulation excludes duplicate bookkeeping entries pertaining to Federal Aid as shown in annual fiscal statements.

CITY AND COUNTY
RECEIPTS AND EXPENDITURES

Fiscal Year	CITY		COUNTY	
	<u>Receipts</u>	<u>Disbursements</u>	<u>Receipts</u>	<u>Disbursements</u>
1931			\$4,188,000	\$4,698,000
1932			3,405,000	3,345,000
1933			2,691,000	2,773,000
1934			3,309,000	3,308,000
1935			3,650,000	3,910,000
1936			4,367,000	4,430,000
1937			4,382,000	4,681,000
1938			3,602,000	3,756,000
1939			3,794,000	3,852,000
1940			4,051,000	4,079,000
1941	\$979,000	\$988,000	4,144,000	3,902,000
1942	973,000	953,000	4,333,000	4,375,000
1943	866,000	839,000	3,534,000	3,038,000
1944	831,000	792,000	3,301,000	3,218,000
1945	811,000	762,000	4,090,000	3,914,000
1946	978,000	891,000	5,562,000	4,802,000
1947	1,255,000	1,258,000	5,924,000	5,801,000
1948	1,490,000	1,390,000	6,673,000	7,207,000
1949	2,128,000	2,216,000	7,330,000	7,498,000
1950	2,316,000	2,165,000	7,570,000	7,553,000
1951	4,024,000	3,425,000	8,004,000	7,832,000
1952	3,387,000	3,341,000	8,294,000	8,040,000
1953	3,941,000	4,283,000	9,052,000	8,934,000
1954	3,496,000	3,600,000	8,886,000	8,844,000
1955	3,984,000	4,044,000	9,230,000	9,163,000
1956	4,422,000	4,234,000	9,029,000	8,897,000
1957	9,866,000	8,690,000	10,456,000	9,746,000
1958	8,250,000	7,702,000	10,481,000	9,961,000
1959	6,121,000	7,445,000	9,995,000	10,807,000

ROUTE NUMBER	DESCRIPTION	LATEST APPROVAL DATE
40.	From a point on FAP Route 10 in Great Falls to a point on FAP Route 10 north of Great Falls	11-9-55
41.	From a point on FAP Route 11 east of Great Falls to a point on FAP Route 10 in Great Falls	11-9-55
42.	From a point on FAP Route 15 near Van Norman via Fort Peck Dam to a point on FAP Route 1 in Glasgow.	11-9-55
43.	From a point on FAP Route 15 in Lewistown via Roy to a point on FAP Route 16 northeast of Roy.	11-9-55
44.	Eliminated.	
45.	From a point on FAP Route 2 in Big Timber to a point on FAP Route 14 west of Harlowton, and from another point on FAP Route 14 east of Harlowton, to a point on FAP Route 15 near Moore.	11-9-55
46.	From a point on FAP Route 7 near Lost Trail Pass via Wisdom and Ralston to a point on FAP Route 3 near Divide, except for an intermediate section of highway in Idaho.	11-9-55
47.	From a point on FAP Route 19 east of Anaconda to a point on FAP Route 2 south of Warm Springs.	11-9-55
48.	From a point on FAP Route 16 at Hardin to a point on FAP Route 2 near Custer.	11-9-55
49.	From a point on FAP Route 3 north of Dillon to a point on FAP Route 29 in Twin Bridges.	11-9-55
50.	From a point on FAP Route 12 at West Yellowstone to a point on FAP Route 2 in Bozeman.	10-27-59
51.	From a point on FAP Route 15 southeast of Circle to a point on FAP Route 20 south of Sidney.	11-9-55
52.	From a point on FAP Route 5 east of Polson along the east shore of Flathead Lake to a point on FAP Route 1 east of Kalispell.	11-9-55
53.	From a point on FAP Route 2 in Billings to a point on FAP Route 14 north of Lavina.	3-6-56

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As of Dec. 31	PRIMARY RURAL HIGHWAYS			SECONDARY RURAL HIGHWAYS			MUNICIPAL EXTENSIONS		
	Hard		Total	Hard		Total	Hard		Total
	Surfaced	Other		Surfaced	Other		Surfaced	Other	
1923	40	7917	7957						
1924	40	7917	7957						
1925	40	7917	7957						
1926	42	7915	7957						
1927	43	7914	7957						
1928	49	7958	8007						
1929	47	8101	8148						
1930	58	8090	8148						
1931	59	8089	8148						
1932	59	8118	8177						
1933	45	8048	8093						
1934	2682	2463	5145	82	192	274	22	1	23
1935	3125	2006	5131	115	255	370	23		23
1936	4006	1105	5111	127	258	385	33		33
1937	4078	1393	5471	156	257	413	137	19	156
1938	4092	1447	5539	172	362	534	140	18	158
1939	4230	1456	5686	179	397	576	144	14	158
1940	4393	1267	5660	191	468	659	146	13	159
1941	4472	1207	5679	209	515	724	147	13	160
1942	4516	1159	5675	289	1804	2093	156	26	182

STATUS OF STATE HIGHWAY MILEAGE

As of Dec. 31	PRIMARY-RURAL			PRIMARY-MUNICIPAL			TOTAL PRIMARY		
	Hard Surfaced	Other	Total	Hard Surfaced	Other	Total	Hard Surfaced	Other	Total
1943	4524	1147	5671	135	7	142	4659	1154	5813
1944	4539	1130	5669	135	7	142	4674	1137	5811
1945	4610	1112	5722	135	7	142	4745	1119	5864
1946	4626	990	5616	135	7	142	4761	997	5758
1947	4630	983	5613	135	7	142	4765	990	5755
1948	4694	919	5613	144	7	151	4838	926	5764
1949	4837	771	5608	148	4	152	4985	775	5760
1950	4911	804	5715	148	4	152	5059	808	5867
1951	4949	765	5714	152	2	154	5101	767	5868
1952	4976	732	5708	154	3	157	5130	735	5865
1953	5023	680	5703	154	3	157	5177	683	5860
1954	5153	551	5704	155	1	156	5308	552	5860
1955	5251	480	5731	161	4	165	5412	484	5896
1956	5348	414	5762	161	3	164	5509	417	5926
1957	5477	288	5765	161	4	165	5638	292	5930
1958	5521	238	5759	161	3	164	5682	241	5923
1959	5531	215	5746	161	2	163	5692	217	5909

STATUS OF STATE HIGHWAY MILEAGE

As of Dec. 31	SECONDARY RURAL			SECONDARY MUNICIPAL			TOTAL SECONDARY		
	Hard Surfaced	Other	Total	Hard Surfaced	Other	Total	Hard Surfaced	Other	Total
1943	310	1802	2112	25	16	41	335	1818	2153
1944	313	1797	2110	25	17	42	338	1814	2152
1945	258	2262	2520	25	20	45	283	2282	2565
1946	312	2634	2946	29	23	52	341	2657	2998
1947	333	2669	3002	29	23	52	362	2692	3054
1948	387	2637	3024	30	20	50	417	2657	3074
1949	420	2594	3014	30	22	52	450	2616	3066
1950	482	2516	2998	32	20	52	514	2536	3050
1951	592	2519	3111	35	18	53	627	2537	3164
1952	695	2564	3259	37	19	56	732	2583	3315
1953	818	2585	3403	39	17	56	857	2602	3459
1954	969	2701	3670	40	15	55	1009	2716	3725
1955	1098	2892	3990	41	16	57	1139	2908	4047
1956	1146	3287	4433	43	15	58	1189	3302	4491
1957	1388	3449	4837	47	16	63	1435	3465	4900
1958	1584	3372	4956	49	16	65	1633	3388	5021
1959	1710	3379	5089	48	16	64	1758	3395	5153

FEDERAL AID APPOINTMENTS TO MONTANA
FROM FISCAL YEAR 1917 TO FISCAL YEAR 1961

For Fiscal Year	Name of Allocation	Amount	Cumulative Primary	Cumulative Interstate	Cumulative Secondary	Cumulative Urban	Cumulative Miscellaneous
1917	Regular Federal Aid	\$98,287.19	\$98,287.19				
1918	Regular Federal Aid	196,574.38	294,861.57				
1919	Regular Federal Aid	1,297,988.03	1,592,849.60				
1920	Regular Federal Aid	1,898,987.58	3,491,837.18				
1921	Regular Federal Aid	2,006,990.13	5,498,827.31				
1922	Regular Federal Aid	1,546,885.82	7,045,713.13				
1923	Regular Federal Aid	1,031,257.21					
	Less Inherited Funds	-655,546.34					
	Resortment	+13,881.34					
		389,592.21	7,435,305.34				
1924	Regular Federal Aid	1,344,963.47	8,780,268.81				
1925	Regular Federal Aid	1,544,833.19	10,324,752.00				
1926	Regular Federal Aid	1,548,473.00	11,873,225.00				
1927	Regular Federal Aid	1,551,660.00	13,424,885.00				
1928	Regular Federal Aid	1,551,699.00					
	Resortment	-5,521.00					
		1,558,420.00	14,983,305.00				
1929	Regular Federal Aid	1,552,576.00	16,535,881.00				
1930	Regular Federal Aid	1,554,060.00	18,089,941.00				
1931	Regular Federal Aid	2,568,108.00					
	Emergency Advance	1,337,544.00					
	Federal Lands Highways	164,521.00					
		4,090,173.00	20,678,049.00				\$1,502,065.00
1932	Regular Federal Aid	2,560,405.00	23,238,454.00				
1933	Regular Federal Aid	2,564,563.00					
	Emergency Construction	2,525,071.00					
	National Recovery	7,439,748.00					
	Federal Lands Highways	302,660.00					
		12,632,042.00	25,823,017.00				11,569,544.00
1934	National Recovery, 1935	3,769,734.00					
	Federal Lands Highways	263,230.00					
		4,032,964.00	25,823,017.00				
1935	Works Program Highways	3,676,416.00					
	Works Program Grade Crossing	2,722,327.00					
	Federal Lands Highways	127,601.00					
		6,536,644.00	25,823,017.00				22,139,152.00
1936	Regular Federal Aid	2,560,449.00					
	Federal Lands Highways	138,448.00					
		2,698,897.00	28,383,466.00				
1937	Regular Federal Aid	2,561,884.00	30,945,350.00				
1938	Regular Federal Aid	2,621,728.00					
	Federal Aid Secondary	524,346.00					
	Federal Aid Grade Crossings	671,204.00					
	Federal Lands Highways	137,774.00					
		3,955,052.00	33,567,078.00				\$524,346.00
							22,086,578.00

FEDERAL AID APPROPRIATIONS TO MONTANA
FROM FISCAL YEAR 1917 TO FISCAL YEAR 1961

For Fiscal Year	Name of Allocation	Amount	Cumulative Primary	Cumulative Interstate	Cumulative Secondary	Cumulative Urban	Cumulative Miscellaneous
1939	Regular Federal Aid	\$2,553,444.00					
	Federal Aid Secondary	510,689.00					
	Federal Aid Grade Crossing	653,267.00					
	Federal Lands Highways	136,937.00					
		<u>3,854,337.00</u>	\$36,120,522.00		\$1,025,025.00		\$23,876,782.00
1940	Regular Federal Aid	2,032,384.00					
	Reapportionment	10,641.00					
	Federal Aid Secondary	304,858.00					
	Reapportionment	1,093.00					
	Federal Aid Grade Crossing	261,242.00					
	Reapportionment	2,102.00					
	Federal Lands Highways	<u>55,200.00</u>					
		2,667,530.00	38,163,547.00		1,340,986.00		24,195,326.00
1941	Regular Federal Aid	2,330,932.00					
	Reapportionment	7,705.00					
	Federal Aid Secondary	304,026.00					
	Reapportionment	1,469.00					
	Federal Aid Grade Crossing	396,693.00					
	Reapportionment	964.00					
	Federal Lands Highways	<u>187,034.00</u>					
		3,148,622.00	40,502,274.00		1,646,190.00		24,750,327.00
1942	Regular Federal Aid	2,018,907.00					
	Federal Aid Secondary	323,309.00					
	Federal Aid Grade Crossing	262,484.00					
	Federal Lands Highways	<u>80,621.00</u>					
		2,715,321.00	42,521,181.00		1,999,499.00		25,042,132.00
1943	Regular Federal Aid	2,020,796.00					
	Federal Aid Secondary	323,639.00					
	Federal Aid Grade Crossing	262,388.00					
	Strategic Network	505,199.00					
	Advance Engineering	202,080.00					
	Federal Lands Highways	<u>82,687.00</u>					
		3,426,789.00	44,541,977.00		2,353,138.00		26,095,486.00
1946	Federal Aid Primary	4,547,996.00					
	Federal Aid Secondary	3,107,277.00					
	Federal Aid Urban	<u>307,665.00</u>					
		7,962,938.00	49,089,973.00		5,460,415.00	307,665.00	26,095,486.00
1947	Federal Aid Primary	4,543,707.00					
	Federal Aid Secondary	3,104,425.00					
	Federal Aid Urban	<u>307,665.00</u>					
		7,955,797.00	53,633,680.00		8,564,840.00	615,330.00	26,095,486.00
1948	Federal Aid Primary	4,484,330.00					
	Federal Aid Secondary	3,063,876.00					
	Federal Aid Urban	<u>303,721.00</u>					
		7,851,927.00	58,118,010.00		11,628,716.00	919,051.00	26,095,486.00

FEDERAL AID APPORTIONMENTS TO MONTANA
FROM FISCAL YEAR 1917 TO FISCAL YEAR 1961

For Fiscal Year	Name of Allocation	Amount	Cumulative Primary	Cumulative Interstate	Cumulative Secondary	Cumulative Urban	Cumulative Miscellaneous
1950	Federal Aid Primary	\$ 4,048,884.00					
	Federal Aid Secondary	2,766,121.00					
	Federal Aid Urban	<u>273,248.00</u>					
			\$ 62,166,894.00		\$ 14,394,837.00	\$ 1,192,399.00	\$ 26,095,486.00
1951	Federal Aid Primary	7,088,353.00					
	Federal Aid Secondary	4,051,448.00					
	Federal Aid Urban	<u>2,767,823.00</u>					
			66,213,342.00		17,162,660.00	1,465,747.00	26,095,486.00
1952	Federal Aid Primary	7,092,619.00					
	Federal Aid Secondary	4,513,057.00					
	Federal Aid Urban	<u>3,103,224.00</u>					
			70,731,399.00		20,265,884.00	1,753,035.00	26,095,486.00
1953	Federal Aid Primary	7,903,569.00					
	Federal Aid Secondary	4,475,436.00					
	Federal Aid Urban	<u>3,077,359.00</u>					
			75,206,835.00		23,343,243.00	2,036,102.00	26,095,486.00
1954	Federal Aid Primary	7,837,862.00					
	Federal Aid Interstate	4,957,442.00					
	Federal Aid Secondary	<u>506,310.00</u>					
			80,164,277.00	504,310.00	26,752,362.00	2,354,099.00	26,095,486.00
1955	Federal Aid Primary	9,186,868.00					
	Federal Aid Interstate	4,945,242.00					
	Federal Aid Secondary	<u>3,401,828.00</u>					
			85,109,519.00	1,007,395.00	30,154,190.00	2,671,725.00	26,095,486.00
1956	Federal Aid Primary	9,167,781.00					
	Federal Aid Interstate	6,342,359.00					
	Federal Aid Secondary	<u>2,419,110.00</u>					
			91,451,878.00	3,426,505.00	34,517,094.00	3,079,086.00	26,445,486.00
1957	Federal Aid Primary	13,881,734.00					
	Federal Aid Interstate	6,338,148.00					
	Federal Aid Secondary	<u>2,419,567.00</u>					
			97,790,026.00	5,846,072.00	38,877,488.00	3,487,484.00	26,695,486.00
1957 (SPECIAL ALLOCATION)	Federal Aid Primary	1,131,017.00					
	Federal Aid Interstate	<u>14,364,040.00</u>					
			98,921,043.00	20,210,112.00	39,655,871.00	3,561,500.00	26,695,486.00
	Federal Aid Secondary	778,383.00					
	Federal Aid Urban	<u>74,016.00</u>					
			16,347,456.00				

FEDERAL AID APPORTIONMENTS TO MONTANA
FROM FISCAL YEAR 1917 TO FISCAL YEAR 1961

For Fiscal Year	Name of Allocation	Amount	Cumulative Primary	Cumulative Interstate	Cumulative Secondary	Cumulative Urban	Cumulative Miscellaneous
1958	Federal Aid Primary	\$7,690,914.00					
	Federal Aid Interstate	24,418,862.00					
	Federal Aid Secondary	5,293,005.00					
	Federal Aid Urban	<u>503,309.00</u>					
		37,906,096.00	\$106,611,997.00	\$44,628,980.00	\$44,948,876.00	\$4,064,809.00	\$26,695,486.00
1959	Federal Aid Primary	7,849,184.00					
	Federal Aid Interstate	28,511,805.00					
	Federal Aid Secondary	5,402,670.00					
	Federal Aid Urban	<u>215,222.00</u>					
		42,279,181.00	114,461,141.00	73,140,785.00	50,351,546.00	4,580,331.00	26,695,486.00
1959 (SPECIAL ALLOCATION)							
	Federal Aid Primary	3,606,230.00					
	Federal Aid Interstate	2,865,508.00					
	Federal Aid Secondary	2,432,203.00					
	Federal Aid Urban	<u>236,851.00</u>					
		9,190,792.00	118,067,371.00	76,006,293.00	52,833,749.00	4,817,182.00	26,695,486.00
1960	Federal Aid Primary	8,035,812.00					
	Federal Aid Interstate	28,232,875.00					
	Federal Aid Secondary	5,565,393.00					
	Federal Aid Urban	<u>530,251.00</u>					
		42,464,331.00	126,153,183.00	104,289,168.00	58,399,142.00	5,347,433.00	26,695,486.00
1961	Federal Aid Primary	7,163,242.00					
	Federal Aid Interstate	20,261,340.00					
	Federal Aid Secondary	5,024,030.00					
	Federal Aid Urban	<u>542,242.00</u>					
		32,990,854.00	133,316,425.00	124,550,508.00	63,423,172.00	5,889,675.00	26,695,486.00

FOREST HIGHWAY FUNDS TO STATE OF MONTANA

<u>Year</u>	<u>Name of Allocation</u>	<u>Amount</u>
1913	10% fund	\$ 23,926.55
1914	10% fund	26,095.26
1915	10% fund	37,434.42
1916	10% fund	31,835.91
1917	10% fund	35,940.69
	Sec. 8	<u>69,901.00</u>
		105,841.69
1918	10% fund	46,648.61
	Sec. 8	<u>70,042.00</u>
		116,690.61
1919	10% fund	30,639.02
	Sec. 8	71,664.00
	F.F.R.C.	<u>444,370.00</u>
		546,673.02
1920	10% fund	38,017.13
	Sec. 8	71,589.00
	F.F.R.C.	<u>(37,500.00)</u>
		72,106.13
1921	10% fund	35,206.87
	Sec. 8	71,393.00
	F.F.R.C.	<u>219,492.71</u>
		326,095.58
1922	10% fund	29,367.01
	Sec. 8	70,182.00
	F. D.	261,189.00
	F. H.	<u>234,094.00</u>
		594,832.01
1923	10% fund	23,040.05
	Sec. 8	67,608.00
	F. D.	313,426.00
	F. H.	<u>644,792.00</u>
		1,048,866.05
1924	10% fund	30,239.38
	Sec. 8	65,215.00
	F. D.	405,084.00
	F. H.	<u>317,192.00</u>
		817,730.38

FOREST HIGHWAY FUNDS TO STATE OF MONTANA

<u>Year</u>	<u>Name of Allocation</u>	<u>Amount</u>
1925	10% fund	\$33,114.70
	Sec. 8	64,889.00
	F. D.	405,084.00
	F. H.	<u>315,991.00</u>
		819,078.70
1926	10% fund	27,782.21
	Sec. 8	64,950.00
	F. D.	299,459.00
	F. H.	<u>405,094.00</u>
		797,285.21
1927	10% fund	23,238.44
	F. D.	289,443.00
	F. H.	<u>404,165.00</u>
		716,846.44
1928	10% fund	20,529.16
	F. D.	288,252.00
	F. H.	<u>403,740.00</u>
		712,521.16
1929	10% fund	21,555.10
	F. D.	285,157.00
	F. H.	<u>395,183.00</u>
		701,895.10
1930	10% fund	26,387.56
	F. D.	253,177.00
	F. H.	<u>397,999.00</u>
		677,563.56
1931	10% fund	30,477.55
	F. D.	251,377.00
	F. H.	837,355.00
	E. F. H.	<u>289,662.00</u>
		1,408,871.55
1932	10% fund	26,860.79
	F. D.	281,255.00
	F. H.	819,893.00
	H. N. F.	<u>789,662.00</u>
		1,917,670.79
1933	10% fund	11,897.20
	F. D.	255,905.00
	F. H.	879,096.00
	E. F. H.	<u>480,381.00</u>
		1,627,279.20

FOREST HIGHWAY FUNDS TO STATE OF MONTANA

<u>Year</u>	<u>Name of Allocation</u>	<u>Amount</u>
1934	10% fund	\$16,308.75
	F. D.	574,000.00
	N. R. F. H.	1,344,773.00
	F. H.	<u>1,308,056.00</u>
		3,243,137.75
1935	10% fund	16,890.67
	F. D.	237,314.00
	F. H. E. C.	580,000.00
	F. H.	<u>580,574.00</u>
		1,414,778.67
1936	F. D.	237,314.00
	F. H.	<u>576,332.00</u>
		813,646.00
1937	F. H.	566,575.00
1938	F. H.	753,310.00
1939	F. H.	751,597.00
1940	F. H.	535,677.00
1941	F. H.	695,750.00
1942	F. H.	560,693.00
1943	F. H.	559,707.00
1946	F. H.	1,984,970.00
1947	F. H.	1,981,880.00
1950	F. H.	1,596,123.00
1951	F. H.	1,589,904.00
1952	F. H.	1,586,697.00
1953	F. H.	1,588,576.00
1954	F. H.	524,890.00
1955	F. H.	1,791,703.00
1956	F. H.	1,791,703.00

FOREST HIGHWAY FUNDS TO STATE OF MONTANA

<u>Year</u>	<u>Name of Allocation</u>	<u>Amount</u>
1957	F. H.	\$ 1,791,894.00
1958	F. H.	2,391,346.00
1959	F. H.	2,646,926.00
1960	F. H.	2,630,481.00
1961	F. H.	2,630,481.00

No funds appropriated for 1944-1945-1949.

Funds appropriated for 1948 were canceled

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1941 TO JUNE 30, 1942

EXPENDITURES	OPERATIVE	Totals for	Totals	Accumulative	
CONSTRUCTION		June	To Date	Totals	Percentage
Payments to Contractor		210,216.57	3,564,410.79		50.04
Right of Way Payments		2,518.77	153,140.53		2.15
Federal Aid Const. Supervision		13,502.37	196,993.89		2.76
Routing, Surveys & Plans		4,809.51	132,997.47		1.87
Tourist Traffic Survey		<u>1,868.94</u>	<u>8,307.44</u>		<u>.12</u>
Sub-Total		<u>232,916.16</u>		<u>4,055,850.12</u>	<u>56.94</u>
MAINTENANCE		320,736.65		2,367,702.34	33.24
SHOPS (Undistributed)		81,843.84 *		157,674.49 *	2.21 *
INTEREST & SINKING FUND		38,570.16		258,795.96	3.63
CAPITAL OUTLAY					
Engineering Equipment		1,461.85	4,239.43		.06
Mobile & Maintenance Equipment		17,201.49	176,819.82		2.48
Mobile & Maintenance Stores		12,211.27 *	6,459.12 *		.09 *
Office Stores		622.93	2,709.46		.04
Buildings Shop		8,195.30	26,590.99		.37
Division Shop Tools		756.26	4,458.03		.06
Accounts Receivable		1,773.29 *	7,189.96 *		.10 *
Fire & Other Losses		-0-	1,892.85		.03
Sub-Total		<u>14,253.27</u>		<u>203,068.50</u>	<u>2.85</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>524,632.40</u>		<u>6,727,742.43</u>	<u>94.45</u>
OVERHEAD EXPENDITURES					
Commission Administrative		272.79	3,954.96		.06
Department Administrative		14,706.08	193,113.22		2.71
State Construction Supervision		11,047.40	161,176.82		2.26
Maintenance Supervision		2,801.29	34,134.58		.48
Vacation Pay Military		<u>137.50</u>	<u>2,949.68</u>		<u>.04</u>
Sub-Total		<u>28,965.06</u>		<u>395,329.26</u>	<u>5.55</u>
GRAND TOTAL EXPENDITURES		<u>553,597.46</u>		<u>7,123,071.69</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				1,606,305.28	
U. S. Paid Federal Aid Projects		147,751.36	1,913,221.57		
U. S. NRH, WPH & FAG Projects		33,750.48	542,050.72		
Bid Bond Forfeited		-0-	8,315.18		
Counties Paid Federal Aid			-0-		
Net Gas. Tax Receipts		684,339.01	5,175,757.99		
U. S. Oil Royalties		-0-	19,632.29		
Miscellaneous Receipts		-0-	10.00		
Total Receipts to Date		<u>865,840.85</u>		<u>7,658,987.75</u>	
GRAND TOTAL				<u>9,265,293.03</u>	
Deduct Actual Expenditures for Period				<u>7,123,071.69</u>	
BALANCE IN FUND				<u>2,142,221.34</u>	
State Highway Fund			1,295,283.79		
Highway Trust Fund			<u>846,937.55</u>	<u>2,142,221.34</u>	

* Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1942 TO JUNE 30, 1943

EXPENDITURES	OPERATIVE	Totals for	Totals	Accumulative	
CONSTRUCTION		June	To Date	Totals	Percentage
Payments to Contractor		85,743.04	1,451,195.87		32.31
Right of Way Payments		1,810.62	24,077.33		.54
Federal Aid Const. Supervision		4,086.42	60,798.97		1.35
Routing, Surveys & Plans		5,601.22	54,504.53		1.21
Tourist Traffic Survey		0.51	2,186.07		.05
Sub-Total		<u>97,241.81</u>		<u>1,592,762.77</u>	<u>35.46</u>
MAINTENANCE		217,971.52		2,220,871.72	49.45
SHOPS (Undistributed)		14,879.28 *		117,890.76 *	2.63 *
INTEREST & SINKING FUND		38,570.16		462,841.92	10.31
CAPITAL OUTLAY					
Engineering Equipment		44.24	1,242.34		.03
Mobile & Maintenance Equipment		1,283.38	10,411.70		.23
Mobile & Maintenance Stores		11,950.23	7,581.16		.17
Office Stores		851.52	1,592.29		.04
Buildings Shop		1,313.28	17,980.88		.40
Division Shop Tools		258.64	4,959.52		.11
Accounts Receivable		2,527.26	20,707.21		.46
Fire & Other Losses			-0-		
		<u>18,228.55</u>		<u>64,475.10</u>	<u>1.44</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>357,132.76</u>		<u>4,223,060.75</u>	<u>94.03</u>
OVERHEAD EXPENDITURES					
Commission Administrative		218.31	3,770.16		.08
Department Administrative		14,531.33	173,277.36		3.86
State Construction Supervision		3,343.44	49,744.61		1.11
Maintenance Supervision		2,583.10	35,373.89		.79
Vacation Pay Military		220.00	5,702.72		.13
Sub-Total		<u>20,896.18</u>		<u>267,868.74</u>	<u>5.97</u>
GRAND TOTAL EXPENDITURES		<u>378,028.94</u>		<u>4,490,929.49</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				2,142,221.34	
U. S. Paid Federal Aid Projects	11,335.00		949,958.43		
U. S. NRH, WPH & FAG Projects	42,486.00		136,974.89		
Counties Paid Federal Aid			-0-		
Net Gas. Tax Receipts	507,438.46		4,149,336.74		
U. S. Oil Royalties	-0-		41,754.84		
Miscellaneous Receipts	-0-		50.65		
Total Receipts to Date	<u>561,259.46</u>			<u>5,278,075.55</u>	
GRAND TOTAL				<u>7,420,296.89</u>	
Deduct Actual Expenditures for Period				<u>4,490,929.49</u>	
BALANCE IN FUND				<u>2,929,367.40</u>	
State Highway Fund			2,376,323.07		
Highway Trust Fund			<u>553,044.33</u>	<u>2,929,367.40</u>	

* Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1943 to JUNE 30, 1944

EXPENDITURES	OPERATIVE	Totals for	Totals	Accumulative	
CONSTRUCTION		June	To Date	Totals	Percentage
Payments to Contractor		95,671.83	841,873.29		19.91
Right of Way Payments		3,552.36	159,740.17		3.78
Federal Aid Const. Supervision		6,023.76	28,812.09		.68
Routing, Surveys & Plans		4,157.94	49,536.56		1.17
Federal Aid Post War Plans		4,375.69	72,603.50		1.72
Sub-Total		<u>113,781.58</u>		<u>1,152,565.61</u>	<u>27.26</u>
MAINTENANCE		368,067.30		2,381,712.14	56.33
SHOPS (Undistributed)		97,479.69 *		68,236.19 *	1.61 *
INTEREST & SINKING FUND		29,842.90		448,322.46	10.60
CAPITAL OUTLAY					
Engineering Equipment		135.05	1,305.72		.03
Mobile & Maintenance Equipment		6,842.54	29,455.54		.70
Mobile & Maintenance Stores		5,356.99	18,237.35		.43
Office Stores		71.28	1,597.11 *		.04 *
Buildings Shop		565.78	17,561.42		.42
Division Shop Tools		549.07	5,430.96		.13
Bad Debts		-0-	19.58		.00
Accounts Receivable		1,144.38	15,150.58 *		.36 *
Fire & Other Losses			-0-		
Sub-Total		<u>14,665.09</u>		<u>55,262.88</u>	<u>1.31</u>
		<u>428,877.18</u>		<u>3,969,626.90</u>	<u>93.89</u>
OVERHEAD EXPENDITURES					
Commission Administrative		283.10	3,551.08		.09
Department Administrative		16,893.41	189,631.49		4.49
State Construction Supervision		4,928.54	23,573.53		.56
Maintenance Supervision		5,201.41	37,377.19		.89
Vacation Pay Military		-0-	4,145.97		.08
		<u>27,306.46</u>		<u>258,279.26</u>	<u>6.11</u>
GRAND TOTAL EXPENDITURES		<u>456,183.64</u>		<u>4,227,906.16</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				2,929,367.40	
U. S. Paid Federal Aid Projects		10,248.00	400,018.81		
U. S. Paid WPH & FAG Projects		-0-	519,393.92		
Counties Paid Federal Aid		-0-	-0-		
Net Gas. Tax Receipts		542,328.32	3,821,402.75		
U. S. Oil Royalties		-0-	36,879.12		
Miscellaneous Receipts		50.00	955.00		
Total Receipts to Date		<u>552,626.32</u>		<u>4,778,649.60</u>	
GRAND TOTAL				<u>7,708,017.00</u>	
Deduct Actual Expenditures for Period				<u>4,227,906.16</u>	
BALANCE IN FUND				<u>3,480,110.84</u>	
State Highway Fund			2,774,103.77		
Highway Trust Fund			<u>706,007.07</u>	<u>3,480,110.84</u>	

* Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1944 to JUNE 30, 1945

EXPENDITURES	OPERATIVE	Totals for June	Totals To Date	Accumulative Totals	Percentage
CONSTRUCTION					
Payments to Contractor		83,812.20	1,503,223.14		27.50
Right of Way Payments		3,816.10	50,450.94		.92
Federal Aid Const. Supervision		4,823.63	62,248.29		1.14
Routing, Surveys & Plans		1,915.05	24,675.23		.45
Federal Aid Post War Plans		<u>11,195.47</u>	<u>102,769.73</u>		<u>1.88</u>
		<u>105,562.45</u>		<u>1,743,367.33</u>	<u>31.89</u>
MAINTENANCE		346,229.74		2,891,082.04	52.89
SHOPS (Undistributed)		79,957.52 *		64,276.24 *	1.17 *
INTEREST & SINKING FUND		10,505.23		421,157.44	7.70
CAPITAL OUTLAY					
Engineering Equipment		59.48	2,263.54		.04
Mobile & Maintenance Equipment		42,632.82	124,758.37		2.28
Mobile & Maintenance Stores		6,918.75 *	1,708.00 *		.03 *
Office Stores		201.01	735.63 *		.01 *
Buildings Shop		1,506.64	15,660.31		.29
Division Shop Tools		990.16	10,453.34		.19
Bad Debts (Helena Airport)		-0-	445.14		.01
Accounts Receivable		2,779.08	1,965.09		.04
Fire & Other Losses		-0-	996.82		.01
Sub-Total		<u>41,250.44</u>		<u>154,098.98</u>	<u>2.82</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>423,590.34</u>		<u>5,145,429.55</u>	<u>94.13</u>
OVERHEAD EXPENDITURES					
Commission Administrative		547.94	4,727.82		.09
Department Administrative		18,191.14	200,807.20		3.67
State Construction Supervision		3,946.61	50,930.42		.93
Maintenance Supervision		3,914.94	40,868.12		.75
Vacation Pay Military		-0-	1,350.49		.02
Election Expense		-0-	22,029.35		.41
Sub-Total		<u>26,600.63</u>		<u>320,713.40</u>	<u>5.87</u>
GRAND TOTAL EXPENDITURES		<u>450,190.97</u>		<u>5,466,142.95</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				3,480,110.84	
U. S. Paid Federal Aid Projects		96,228.01	1,214,033.33		
U. S. Paid WPH & FAG Projects		11,263.95	87,392.12		
U. S. Paid Right of Way		-0-	8,335.79		
U. S. Paid Plans & Surveys		-0-	4,942.30		
Net Gas. Tax Receipts		447,993.47	3,869,225.16		
U. S. Oil Royalties		-0-	186,702.42		
Miscellaneous Receipts		-0-	146.66		
Total Receipts to Date		<u>555,485.43</u>		<u>5,370,777.78</u>	
GRAND TOTAL				8,850,888.62	
Deduct Actual Expenditures for Period				<u>5,466,142.95</u>	
BALANCE IN FUND				<u>3,384,745.67</u>	
State Highway Fund			2,802,421.25		
Highway Trust Fund			<u>582,324.42</u>	<u>3,384,745.67</u>	

* Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1945 to JUNE 30, 1946

EXPENDITURES	OPERATIVE	Totals for	Totals to	Accumulative	
CONSTRUCTION		June	6/30/46	Totals	Percentage
Payments to Contractor		500,164.89	1,876,126.82		24.62
Right of Way Payments		12,816.92	133,822.81		1.76
Federal Aid Const. Supervision		19,945.96	103,820.89		1.36
Routing, Surveys & Plans		1,190.04	39,809.41		.52
Federal Aid Post War Plans		13,875.82	180,994.83		2.38
Sub-Total		<u>547,993.63</u>		<u>2,334,574.76</u>	<u>30.64</u>
MAINTENANCE		454,103.03		3,243,384.14	42.57
SHOPS (Undistributed)		82,902.93 *		62,656.73 *	.82 *
INTEREST & SINKING FUND		1,140,824.28		1,552,809.68	20.38
CAPITAL OUTLAY					
Engineering Equipment		19.50	2,696.85		.04
Mobile & Maintenance Equipment		33,544.28	143,553.88		1.88
Mobile & Maintenance Stores		13,065.39 *	5,526.08		.07
Office Stores		670.35 *	1,346.85 *		.02 *
Buildings Shop		4,414.68	16,455.61		.22
Division Shop Tools		734.36	6,370.85		.08
Accounts Receivable		7,591.77	7,368.65		.10
Fire & Other Losses		-0-	318.15		.00
Sub-Total		<u>32,568.85</u>		<u>180,943.22</u>	<u>2.37</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>2,092,586.86</u>		<u>7,249,055.07</u>	<u>95.14</u>
OVERHEAD EXPENDITURES					
Commission Administrative		708.43	5,849.19		.08
Department Administrative		23,350.42	234,664.17		3.08
State Construction Supervision		16,319.44	84,944.37		1.11
Maintenance Supervision		4,159.97	44,531.54		.59
Sub-Total		<u>44,538.26</u>		<u>369,989.27</u>	<u>4.86</u>
GRAND TOTAL EXPENDITURES		<u>2,137,125.12</u>		<u>7,619,044.34</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				3,384,745.67	
U. S. Paid Federal Aid Projects		233,508.00	898,159.41		
U. S. Paid WFH & FAG Projects		-0-	105,745.27		
U. S. Paid Right of Way		-0-	945.61		
U. S. Paid Plans & Surveys		-0-	6,842.40		
Net Gas. Tax Receipts		939,079.01	5,123,519.08		
U. S. Oil Royalties		-0-	85,554.34		
Proceeds Debentures		1,500,000.00	1,500,000.00		
Miscellaneous Receipts			-0-		
Total Receipts to Date		<u>2,672,587.01</u>		<u>7,720,766.11</u>	
GRAND TOTAL				11,105,511.78	
Deduct Actual Expenditures for Period				<u>7,619,044.34</u>	
BALANCE IN FUND				<u>3,486,467.44</u>	
State Highway Fund			2,304,101.64		
Highway Trust Fund			<u>1,182,365.80</u>	<u>3,486,467.44</u>	

Credit

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1946 to JUNE 30, 1947

EXPENDITURES	OPERATIVE	Totals for	Totals to	Accumulative	
CONSTRUCTION		June	6/30/47	Totals	Percentage
Payments to Contractor		941,180.79	4,391,491.64		43.20
Right of Way Payments		9,313.64	104,194.46		1.03
Federal Aid Const. Supervision		33,557.29	285,354.07		2.81
Routing, Surveys & Plans		16,621.37	78,579.78		.77
Federal Aid Post War Plans		1,438.38	123,472.32		1.21
Tourist Traffic Survey		401.45	11,133.21		.11
Sub-Total		<u>1,002,512.92</u>		<u>4,994,225.48</u>	<u>49.13</u>
MAINTENANCE		621,862.67		3,668,774.48	36.10
SHOPS (Undistributed)		119,915.46 *		203,568.91 *	2.00 *
INTEREST & SINKING FUND		13,750.00		193,171.72	1.90
CAPITAL OUTLAY					
Engineering Equipment		501.91	6,050.47		.06
Mobile & Maintenance Equipment		91,195.25	549,487.51		5.40
Mobile & Maintenance Stores		14,378.25	159,435.01		1.57
Office Stores		48.36	3,867.91		.04
Buildings Shop		39,858.25	153,227.72		1.51
Division Shop Tools		2,539.00	15,139.53		.15
Retirement Premium * *		13,194.13	82,553.43		.81
Accounts Receivable		2,042.07 *	560.21		.01
Fire & Other Losses		-0-	4,458.39		.04
Sub-Total		<u>159,673.08</u>		<u>974,780.18</u>	<u>9.59</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>1,677,883.21</u>		<u>9,627,382.95</u>	<u>94.72</u>
OVERHEAD EXPENDITURES					
Commission Administrative		669.96	6,105.92		.06
Department Administrative		21,824.50	264,284.84		2.60
State Construction Supervision		27,455.97	233,471.51		2.30
Maintenance Supervision		3,429.79 *	33,021.71		.32
Military Vacation		158.40	158.40		.00
Sub-Total		<u>46,679.04</u>		<u>537,042.38</u>	<u>5.28</u>
GRAND TOTAL EXPENDITURES		<u>1,724,562.25</u>		<u>10,164,425.33</u>	<u>100%</u>
RECEIPTS CONSOLIDATED					
Funds Beginning of Period				3,486,467.44	
U. S. Paid Federal Aid Projects	179,633.00		1,956,960.61		
U. S. Paid FAGH & Sec. Projects	207,456.00		536,162.18		
U. S. Paid Right of Way	-0-		3,983.23		
U. S. Paid Plans & Surveys	-0-		-0-		
Net Gas. Tax Receipts	1,144,374.98		6,508,812.11		
U. S. Oil Royalties	-0-		112,201.03		
Miscellaneous Receipts			-0-		
Total Receipts to Date	1,531,463.98			<u>9,118,119.16</u>	
GRAND TOTAL				12,604,586.60	
Deduct Actual Expenditures for Period				<u>10,164,425.33</u>	
BALANCE IN FUND				<u>2,440,161.27</u>	
State Highway Fund		1,785,682.03			
Highway Trust Fund		<u>654,479.24</u>		<u>2,440,161.27</u>	

* Credit -- ** 3% of Wage Paid to Members

STATE HIGHWAY COMMISSION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1947, to JUNE 30, 1948

EXPENDITURES	OPERATIVE	Totals for	Totals to	Accumulative	Percentage
CONSTRUCTION		June	June 30, 1948	Totals	
Payments to Contractor		925,530.17	6,582,661.66		46.36
Right of Way Payments		35,226.62	126,174.64		.89
Federal Aid Const. Supervision		39,007.03	360,497.30		2.54
Routing, Surveys, & Plans		12,579.41	109,620.96		.77
Federal Aid Post War Plans		4,075.67	135,398.90		.95
Tourist Traffic Survey		743.72	14,068.97		.10
Advertising Expense		<u>4,935.64</u>	<u>48,682.73</u>		<u>.34</u>
Sub-Total		<u>1,026,098.26</u>		<u>7,377,105.16</u>	<u>51.95</u>
<u>MAINTENANCE</u>		649,416.98		4,900,149.39	34.51
SHOPS (Undistributed)		180,519.06 *		407,557.57 *	2.87 *
<u>INTEREST & SINKING FUND</u>		33,750.00		221,840.00	1.56
<u>CAPITAL OUTLAY</u>					
Engineering Equipment		6,860.18	24,785.54		.18
Mobile & Maintenance Equipment		129,631.34	939,575.44		6.62
Mobile & Maintenance Stores		1,056.68	63,474.78		.45
Office Stores		5,637.57 *	166.85 *		.00
Buildings Shop		31,474.76	236,290.03		1.66
Division Shop Tools		1,354.71	63,189.43		.44
Retirement Premium * *		9,450.23	100,711.40		.71
Accounts Receivable		2,548.55	3,120.67		.02
Fire & Other Losses		<u>3,515.89</u>	<u>3,328.06</u>		<u>.02</u>
Sub-Total		<u>180,254.77</u>		<u>1,434,308.50</u>	<u>10.10</u>
GRAND TOTAL OPERATIVE EXPENSE		<u>1,709,000.95</u>		<u>13,525,845.48</u>	<u>95.25</u>
<u>OVERHEAD EXPENDITURES</u>					
Commission Administrative		766.16	8,267.41		.06
Department Administrative		32,618.85	329,679.97		2.32
State Construction Supervision		31,914.84	294,952.34		2.08
Maintenance Supervision		4,365.48	40,602.53		.28
Military Vacation		<u>704.88</u>	<u>704.88</u>		<u>.01</u>
Sub-Total		<u>70,370.21</u>		<u>674,207.13</u>	<u>4.75</u>
GRAND TOTAL EXPENDITURES		<u>1,779,371.16</u>		<u>14,200,052.61</u>	<u>100.00</u>
<u>RECEIPTS CONSOLIDATED</u>					
Funds Beginning of Period				2,440,161.27	
U. S. Paid Federal Aid Projects	130,907.00	2,352,429.75			
U. S. Paid FAGH & SEC Projects	102,692.00	1,840,404.92			
U. S. Paid Right of Way	.00	27,304.98			
U. S. Paid Plans & Surveys	.00	20,638.00			
Net Gasoline Tax Receipts	1,098,508.02	6,984,051.70			
U. S. Oil Royalties	.00	142,188.80			
Advertising	.00	50,000.00			
Bond Proceeds	.00	2,000,000.00			
Miscellaneous Receipts	<u>2,180.00</u>	<u>2,180.00</u>			
Total Receipts to Date	<u>1,334,287.02</u>			<u>13,419,198.15</u>	
GRAND TOTAL				<u>15,859,359.42</u>	
Deduct Actual Expenditures for Period				<u>14,200,052.61</u>	
BALANCE IN FUND				<u>1,659,306.81</u>	
State Highway Fund		713,740.81			
State Highway Trust Fund		944,550.43			
Advertising Fund		<u>1,015.57</u>		<u>1,659,306.81</u>	* Credit

STATE HIGHWAY COMMISSION OF MONTANA
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1948 TO JUNE 30, 1949

EXPENDITURES	Totals for	Totals to	Accumulative	
CONSTRUCTION	June	June 30, 1949	Totals	Percentage
Payment to Contractor	1,197,364.73	10,437,092.68		55.32
Right of Way Payments	18,060.96 Cr.	199,736.30		1.05
Federal Aid Constr. Supervision	48,510.89	498,693.18		2.64
Routing, Surveys and Plans	7,714.67	158,095.53		.84
Federal Aid Post War Plans	8,785.51	121,190.46		.64
Tourist Traffic Survey	190.15	14,625.23		.08
Advertising Expense	8,364.74	48,982.31		.26
Sub-Total	<u>1,252,869.73</u>		<u>11,478,415.69</u>	<u>60.83</u>
<u>MAINTENANCE</u>	587,383.84		5,595,539.21	29.66
<u>SHOPS (Undistributed)</u>	177,448.31 Cr.		621,471.84 Cr.	3.29 Cr.
<u>HAY LIFT</u>	35,684.88 Cr.		0.00	
<u>INTEREST & SINKING FUND</u>	118,500.00		900,410.00	4.77
<u>CAPITAL OUTLAY</u>				
Engineering Equipment	1,523.73	37,007.23		.20
Mobile & Maintenance Equip.	8,788.32	355,432.32		1.87
Mobile & Maintenance Stores	32,312.14	17,863.68		.10
Office Stores	213.47 Cr.	698.06 Cr.		
Building Shop	4,787.81	90,670.83		.48
Division Shop Tools	447.76 Cr.	43,823.59		.23
Retirement Premium	10,301.88	116,571.47		.62
Accounts Receivable	6,824.47	5,468.78		.03
Fire and Other Losses	0.00	421.60		
Sub-Total	<u>63,877.12</u>		<u>666,561.44</u>	<u>3.53</u>
GRAND TOTAL OPERATIVE EXPENSE	<u>1,809,497.50</u>		<u>18,019,454.50</u>	<u>95.50</u>
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	592.38	8,165.52		.04
Department Administrative	30,075.31	385,524.54		2.04
State Construction Supervision	39,690.73	408,021.69		2.16
Maintenance Supervision	3,418.25	44,484.25		.24
Military Vacation	1,311.61	2,674.78		.02
Sub-Total	<u>75,088.28</u>		<u>848,870.78</u>	<u>4.50</u>
GRAND TOTAL EXPENDITURES	<u>1,884,585.78</u>		<u>18,868,325.28</u>	<u>100.00</u>
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			1,659,306.81	
U.S. Paid Federal Aid Projects	419,575.20	3,316,758.63		
U.S. Paid FAGH & SEC Projects	375,998.35	3,100,587.13		
U.S. Paid Right of Way	57,471.34	89,595.24		
U.S. Paid Plans & Surveys	1,347.02	13,597.02		
Railroad and Counties	183,500.00	243,250.00		
Net Gasoline Tax Receipts	1,066,297.56	7,651,460.52		
U.S. Oil Royalties	0.00	160,137.20		
Advertising Appropriation	0.00	50,000.00		
Bond Proceeds	0.00	8,500,000.00		
Miscellaneous Receipts	<u>1,815.55</u>	<u>1,815.55</u>		
Total Receipts to Date	<u>2,106,005.02</u>		<u>23,127,201.29</u>	
GRAND TOTAL			24,786,508.10	
Deduct Actual Expenditures for Period			<u>18,868,325.28</u>	
BALANCE IN FUND			5,918,182.82	
State Highway Fund		4,884,808.25		
State Highway Trust Fund		1,031,599.38		
Advertising Fund		<u>1,775.19</u>	<u>5,918,182.82</u>	

STATE HIGHWAY COMMISSION OF MONTANA
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1949 TO JUNE 30, 1950

EXPENDITURES	Totals for	Totals to	Accumulative	
CONSTRUCTION	June	June 30, 1950	Totals	Percentage
Payment to Contractor	881,947.58	9,481,258.20		51.58
Right of Way Payments	7,863.14	165,652.93		.90
Federal Aid Constr. Supervision	54,350.95	470,099.07		2.66
Routinng, Surveys and Plans	8,910.04	252,613.94		1.38
Federal Aid Post War Plans	7,387.66	129,089.48		.70
Tourist Traffic Survey	342.65	14,174.75		.08
Advertising Expense	11,345.44	42,851.74		.23
Sub-Total	<u>972,147.46</u>		<u>10,575,740.12</u>	<u>57.53</u>
<u>MAINTENANCE</u>	610,728.44		5,342,050.73	29.06
<u>SHOPS (Undistributed)</u>	204,876.67 Cr.		665,757.75 Cr.	3.62 Cr.
<u>INTEREST & SINKING FUND</u>	118,500.00		1,422,000.00	7.74
<u>STORM BOUND SNOW REMOVAL</u>	42.99		173,196.79	.94
<u>CAPITAL OUTLAY</u>				
Office Equipment	5,877.93	22,169.92		.12
Engineering Equipment	317.23	7,035.98		.04
Mobile & Maintenance Equip.	3,499.95	214,804.71		1.17
Mobile & Maintenance Stores	38,390.45	53,824.11 Cr.		.29 Cr.
Office Stores	437.39 Cr.	1,138.15		.01
Building Shop	3,477.31	75,508.13		.41
F.M. Radio Control Stations	0.00	51,670.07		.28
Division Shop Tools	5,941.03	47,268.53		.25
Retirement Premium	0.00	122,827.15		.67
Accounts Receivable	558.53	6,955.26		.04
Fire and Other Losses	18.50	5,437.65		.03
Sub-Total	<u>57,643.54</u>		501,091.44	2.73
<u>VACATIONS - ALL</u>				
Annual	5,850.05	159,023.88		.86
Military	1,255.79	3,857.14		.02
Sick Leave	6,168.39	79,812.01		.04
Sub-Total	<u>13,274.23</u>		242,693.03	1.32
GRAND TOTAL OPERATIVE EXPENSE	<u>1,567,459.99</u>		<u>17,591,014.36</u>	<u>95.70</u>
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	360.30	6,941.30		.04
Department Administrative	32,511.99	353,395.61		1.92
State Construction Supervision	46,573.30	387,009.95		2.10
Maintenance Supervision	3,820.72	43,234.58		.24
Sub-Total	<u>83,266.31</u>		791,281.44	4.30
GRAND TOTAL EXPENDITURES	<u>1,650,726.30</u>		<u>18,382,295.80</u>	<u>100.00</u>
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			5,916,407.63	
U.S. Paid Federal Aid Projects	260,634.47	3,682,437.45		
U.S. Paid FAGH & SEC Projects	256,166.22	3,117,532.79		
U.S. Paid Right of Way	6,644.57	70,927.14		
U.S. Plans & Surveys	0.00	171,913.98		
Misc. Constr. Receipts	0.00	61,386.95		
Net Gasoline Tax Receipts	1,907,090.33	9,740,611.37		
U. S. Oil Royalties	0.00	221,043.14		
Vehicle Use Tax Receipts	108,008.03	1,278,215.06		
Advertising Appropriation	0.00	50,000.00		
Miscellaneous Receipts	1,655.00	1,855.00		
Total Receipts to Date	<u>2,540,198.62</u>		<u>18,395,722.88</u>	
GRAND TOTAL			<u>24,312,130.51</u>	
Deduct Actual Expenditures for Period			<u>18,382,295.80</u>	
BALANCE IN FUND			5,929,834.71	
State Highway Fund		2,586,575.17		
State Highway Trust Fund		3,336,146.04		
Advertising Fund		<u>7,113.50</u>	<u>5,929,834.71</u>	

STATE HIGHWAY COMMISSION
ACCOUNTING DIVISION
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FOR JULY 1, 1950 to JUNE 30, 1951

EXPENDITURES	Totals for	Totals to	Accumulative	
CONSTRUCTION	June	6/30/51	Totals	Percentage
Payments to Contractor	1,056,006.47	10,439,225.91		50.57
Right of Way Payments	21,159.38	286,570.71		1.39
Federal Aid Constr. Supervision	40,666.87	487,704.59		2.36
Routing, Surveys & Plans	13,275.31	289,119.94		1.40
Federal Aid Post War Plans	9,221.11	193,816.96		.94
Tourist Traffic Survey	195.00	14,563.10		.07
Advertising Expense	13,712.00	55,967.78		.27
Sub-total	1,154,236.14		11,766,968.99	57.00
<u>MAINTENANCE</u>	769,267.97		5,551,692.69	26.89
<u>SHOPS (Undistributed)</u>	148,822.38 Cr.		581,142.25 Cr.	2.81 Cr.
<u>INTEREST & SINKING FUND</u>	118,500.00		1,422,000.00	6.89
<u>STORM BOUND SNOW REMOVAL</u>	.00		72.14	.00
<u>CAPITAL OUTLAY</u>				
Office Equipment	2,515.99	32,875.36		.16
Engineering Equipment	550.24	7,847.56		.04
Mobile & Maintenance Equip.	188,766.28	651,996.56		3.16
Mobile & Maintenance Stores	77,569.41	204,532.05		.99
Office Stores	5,036.06	8,439.77		.04
Shop Buildings	52,984.61	199,077.92		.96
F.M. Radio Control Stations	1,183.72	47,320.91		.23
Division Shop Tools	5,538.06 Cr.	4,833.26		.02
Division Gasoline Storage	472.03	3,010.80		.01
Division Road Oil Storage	6,747.16	36,554.35		.18
Retirement Premium	13,225.19	119,109.44		.58
Accounts Receivable	28,663.83	39,927.42		.19
Fire & Other Losses	2.00 Cr.	66.11 Cr.		.00
Sub-total	372,174.46		1,355,459.29	6.56
<u>VACATIONS - ALL</u>				
Annual	9,150.00	195,545.88		.95
Military	1,940.02	12,501.61		.06
Sick Leave	5,975.95	89,672.28		.43
Sub-total	17,065.97		297,719.77	1.44
GRAND TOTAL OPERATIVE EXPENSE	2,282,422.16		19,812,770.63	95.97
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	703.91	5,908.67		.03
Department Administrative	26,773.93	349,684.31		1.69
State Construction Supervision	38,732.61	439,730.12		2.13
Maintenance Supervision	5,565.47	37,061.69		.18
Sub-total	71,755.92		832,384.79	4.03
GRAND TOTAL EXPENDITURES	2,354,198.08		20,645,155.42	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			5,929,834.71	
U.S. Paid Federal Aid Projects	260,533.12	4,041,216.38		
U.S. Paid FAGH & SEC Projects	277,832.37	2,957,522.83		
U.S. Right of Way	4,082.68	81,526.64		
U.S. Plans & Surveys	6,227.29	238,390.29		
Misc. Constr. Receipts	2,098.55 Cr.	9,797.70		
Net Gasoline Tax Receipts	1,902,712.94	10,626,867.17		
U.S. Oil Royalties	.00	350,616.99		
Vehicle Use Tax Receipts	97,367.73	1,805,206.12		
Advertising Appn.	.00	50,000.00		
Miscellaneous Receipts	1,354.00	1,364.00		
Total Receipts to Date	2,548,011.58		20,162,508.12	
GRAND TOTAL			26,092,342.83	
Deduct Actual Expenditures for Period			20,645,155.42	
BALANCE IN FUND			5,447,187.41	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		3,261,479.83		
State Highway Trust Fund		2,185,633.66		
Advertising Fund		73.92	5,447,187.41	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

July 14, 1952

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1951, THROUGH JUNE 30, 1952

	Totals for June	Totals to 6-30-52	Accumulative Totals	Percentages
<u>EXPENDITURES</u>				
Payment to Contractors	\$ 976,707.47	\$10,229,822.35		48.37
Right of Way Purchases	47,125.31	338,976.46		1.60
Federal Aid Paid Const. Supervision	59,060.93	443,621.58		2.10
Routing, Surveys and Plans	19,526.17	419,772.11		1.99
Federal Aid Post War Plans	284.63	71,565.22		.34
Highway Tourist Road Maps	899.61	20,482.34		.10
Advertising Expense	710.21	15,321.46		.07
Sub-Total	\$1,104,314.33		\$11,539,561.52	54.57
Maintenance - All	749,692.23		6,719,290.23	31.77
State Owned Equipment Earnings	116,408.08	cr.	648,924.20	cr. 3.07
Interest and Sinking Fund	118,500.00		1,422,000.00	6.72
Storm Bound Snow Removal	77,917.87	cr.	0.00	0.00
<u>CAPITAL OUTLAY</u>				
Equipment-Office	167.49	16,441.39		.08
Equipment-Engineering	1,623.93	4,981.55		.22
Equipment-Mobile and Maintenance	84,861.86	440,912.98		2.08
Equipment-Minor Maint. and Const.	464.75	1,997.65		.01
Stores-Mobile and Maintenance	25,851.70	100,735.42	cr.	.48 cr.
Stores-Office	1,742.37	2,906.75		.01
Authorized Shop Expenditures	4,697.41	3,228.47	cr.	.01 cr.
Highway Buildings	15,475.33	258,400.17		1.22
Radio Stations, Construction of	1,699.00	49,336.21		.23
Division Shop Tools	1,516.50	17,991.39		.09
Division Gasoline Storage	382.16	2,323.75		.01
Division Road Oil Storage	1,277.29	22,415.44		.11
Retirement Premiums, State Paid	14,162.66	130,179.26		.62
Accounts Receivable	17,022.47	87,277.83		.41
Losses, Fire and Other	0.00	1,079.79	cr.	.00
Sub-Total	\$ 161,550.10		\$ 930,120.69	4.40
Vacations - All				.88
Annual	10,350.20	187,643.74		.88
Military	1,510.23	6,472.72		.03
Sick Leave	10,339.74	109,766.54		.52
Sub-Total	\$ 22,200.17		\$ 303,883.00	1.43
GRAND TOTAL OPERATIVE EXPENSE	\$1,961,930.88		\$20,265,931.24	95.82
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 358.87	\$ 6,562.11		.03
Department Administrative	35,234.84	412,733.13		1.95
State Paid Construction Supervision	51,674.53	417,772.52		1.98
Maintenance Supervision	3,833.59	45,112.31		.22
Sub-Total	\$ 91,101.83		\$ 882,180.07	4.18
GRAND TOTAL EXPENDITURES	\$2,053,032.71		\$21,148,111.31	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 5,447,113.49	
U. S. Paid Federal Aid Projects	\$ 307,814.20	\$ 2,042,312.31		
U. S. Paid FAGH, FAS, etc., Projects	796,173.24	3,648,480.10		
U. S. Right of Way	18,826.66	61,646.15		
U. S. Plans and Surveys	21,313.56	136,358.97		
Miscellaneous Const. Receipts	0.00	28,000.00		
Net Gasoline Tax Receipts	1,777,861.44	11,510,650.09		
U. S. Oil Royalties	0.00	286,172.04		
Net Vehicle Use Tax Receipts	1.90	313,493.54		
Net Gross-Vehicle Weight Tax Receipts	133,555.46	1,341,845.37		
Advertising Appropriation	0.00	15,000.00		
Miscellaneous Receipts	190.00	795.60		
Total Receipts to Date	\$3,055,736.46		\$19,384,754.17	
GRAND TOTAL			\$24,831,867.66	
Deduct Actual Expenditures for Period			\$21,148,111.31	
BALANCE IN FUND			\$ 3,683,756.35	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 1,148,078.01		
State Highway Trust Fund		2,536,024.86		
Advertising Fund (Deficit)		346.52	o d*	
			\$ 3,683,756.35	

* Overdrawn

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

July 13, 1953

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1952, THROUGH JUNE 30, 1953

	Totals for June 1953	Totals to 6-30-53	Accumulative Totals	Percentages
<u>EXPENDITURES</u>				
Payments to Contractors	\$ 405,051.97	\$11,766,900.71		51.33
Right of Way Purchases	66,450.41	515,189.24		2.25
Federal Aid Paid Const. Supervision	45,130.88	509,535.13		2.22
Routing, Surveys & Plans	49,566.77	527,441.84		2.30
Federal Aid Post War Plans	<u>1,457.36</u>	<u>17,278.39</u>		.07
Sub-total	567,657.39		\$13,336,345.31	58.17
Maintenance - All	\$ 638,270.92		6,145,333.86	26.81
State Owned Equipment Earnings	160,933.75 Cr.		495,590.91 Cr.	2.16 Cr.
Interest and Sinking Fund	118,500.00		1,422,000.00	6.20
<u>CAPITAL OUTLAY</u>				
Equipment, Office	2,129.82	\$ 32,555.46		.14
Equipment, Engineering	1,506.68	4,249.96		.02
Equipment, Mobile and Maintenance	26,461.80	185,467.23		.81
Equipment, Minor Maint. and Const.	129.12	2,131.23		.01
Stores, Mobile and Maintenance	43,731.70	6,306.50		.03
Stores, Office	775.71	9,787.36		.04
Authorized Shop Expenditures	8,279.15 Cr.	408.69		.00
Highway Buildings	133,931.02	417,815.39		1.82
Radio Stations, Const. of	1.70	26,804.04		.12
Division Shop Tools	640.07	30,416.78		.13
Division Gasoline Storage	819.16	5,751.58		.03
Division Road Oil Storage	<u>3,711.77</u>	<u>25,116.91</u>		.11
Sub-total	\$ 205,559.40		\$ 746,811.13	3.26
<u>MISCELLANEOUS OUTLAYS</u>				
Highway Tourist Road Maps	\$ 635.22	\$ 24,156.37		.11
Advertising Expense	2,053.77	14,772.30		.06
Dissemination of Public Information	13,656.17	17,016.00		.07
Retirement Premiums, State Paid	11,110.46	141,733.54		.62
Accounts Receivable	24,501.12	22,546.06 Cr.		.09 Cr.
Losses, Fire and Other	132.31	12,766.80 Cr.		.06 Cr.
Legislative Appropriations	<u>4,236.63</u>	<u>82,755.31</u>		.36
Sub-total	\$ 56,525.68		\$ 245,120.66	1.07
<u>VACATIONS - ALL</u>				
Annual	\$ 13,708.21	\$ 246,443.16		1.07
Military	1,419.91	8,452.04		.04
Sick Leave	<u>8,628.91</u>	<u>128,992.96</u>		.56
Sub-total	23,757.03		383,888.16	1.67
GRAND TOTAL OPERATIVE EXPENSE	\$1,449,536.67		\$21,783,908.21	95.02
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 1,644.53	\$ 9,272.49		.04
Department Administrative	28,957.80	401,949.49		1.75
State Paid Construction Supervision	45,265.93	502,452.36		2.19
Maint. Supervision & Div. Offices	<u>18,206.47</u>	<u>227,877.78</u>		1.00
Sub-total	\$ 94,074.73		1,141,552.12	4.98
GRAND TOTAL EXPENDITURES	\$1,543,611.40		\$22,925,460.33	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 3,683,756.35	
U. S. Paid Federal Aid Projects	218,824.21	\$ 4,208,716.85		
U. S. Paid FASH, FAS, etc., Projects	583,991.21	3,309,311.50		
U. S. Right of Way	18,707.27	89,074.77		
U. S. Plans and Surveys	4,317.44	31,669.37		
Miscellaneous Const. Receipts	-0-	47,950.00		
Net Motor Fuel Tax Receipts	1,716,087.35	12,256,496.03		
U. S. Oil Royalties	-0-	455,283.92		
Net Vehicle Use Tax Receipts	-0-	7.60		
Net Gross-Vehicle Weight Tax Receipts	121,820.29	1,917,922.10		
Advertising Appropriation	-0-	15,000.00		
Miscellaneous Receipts	<u>154.50</u>	<u>266.50</u>		
Total Receipts to Date	\$2,663,902.27		22,331,898.64	
GRAND TOTAL			\$26,015,654.99	
Deduct Actual Expenditures for Period			<u>22,925,460.33</u>	
BALANCE IN FUND			\$ 3,090,194.66	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 1,455,057.31		
State Highway Trust Fund		1,635,137.35		
Advertising Fund		<u>-0-</u>		
			\$ 3,090,194.66	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1953, THRU JUNE 30, 1954

	Totals for June 1954	Totals to 6-30-54	Accumulative Totals	Percentage
<u>EXPENDITURES</u>				
Payments to Contractors	\$1,800,930.79	\$10,704,509.93		49.10
Right of Way Purchases	4,790.96 Cr.	549,605.05		2.51
Fed. Aid Paid Const. Supervision	75,654.27	542,104.30		2.47
Routing, Surveys & Plans	75,192.72 Cr.	771,315.67		3.52
Fed. Aid Post War Plans		<u>3,129.00</u>		.01
Sub-total	\$1,876,609.30		\$12,650,744.11	57.69
Maintenance - All	726,512.05		5,920,660.36	27.00
State Owned Equipment Earnings	144,600.76 Cr.		551,732.11 Cr.	2.52 Cr.
Interest and Sinking Fund	113,590.00		1,422,000.00	6.40
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 2,104.92	\$ 34,051.74		.16
Equipment, Engineering	809.39	5,615.30		.03
Equipment, Mobile and Maintenance	120,221.74	447,154.10		2.04
Equipment, Minor Maint. and Const.	456.37	2,189.18		.01
Stores, Mobile and Maint.	46,023.77	20,960.06 Cr.		.10 Cr.
Stores, Office	243.06 Cr.	743.42 Cr.		0.00
Authorized Shop Expenditures	7,627.12 Cr.	7,349.60		.03
Highway Buildings	66,057.93	158,545.50		.72
Radio Stations, Const. of	0.00	654.35 Cr.		0.00
Division Shop Tools	904.45	21,070.99		.10
Division Gasoline Storage	272.66	9,719.61		.05
Division Road Oil Storage	<u>2,100.50</u>	<u>22,035.97</u>		.10
Sub-total	\$ 231,321.60		\$ 606,165.36	3.14
<u>MISCELLANEOUS OUTLAYS</u>				
Highway Tourist Road Maps	\$ 20.06	\$ 24,494.03		.11
Dissemination of Public Information	6,582.25	59,796.83		.27
Retirement Premiums, State Paid	14,432.40	136,035.96		.62
Accounts Receivable	2,443.01 Cr.	60,999.26 Cr.		.28 Cr.
Losses, Fire and Other	10.00 Cr.	7,790.97		.04
Legislative Appropriations	6,734.49	92,709.29		.42
State Park Division Expense	5,120.32	32,017.75		.15
State Park Division Concessioners	1,039.73	5,302.75		.03
State Park Division Fed. Excise Tax	<u>275.46</u>	<u>2,772.10</u>		.01
Sub-total	\$ 31,753.93		\$ 301,009.30	1.37
<u>VACATIONS - ALL</u>				
Annual	\$ 15,017.26	\$ 240,936.34		1.10
Military	1,600.24	5,916.77		.03
Sick Leave	<u>9,116.40</u>	<u>113,399.24</u>		.52
Sub-total	<u>25,613.90</u>		360,152.35	1.65
GRAND TOTAL OPERATIVE EXPENSE	\$2,865,635.95		\$20,709,199.37	94.81
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 1,073.37	\$ 11,511.16		.05
Department Administrative	26,950.40	367,249.03		1.68
State Paid Const. Supervision	69,523.52	530,262.77		2.45
Maint. Supervision & Div. Office Exp.	<u>19,717.90</u>	<u>221,679.78</u>		1.01
Sub-total	<u>117,271.19</u>		1,133,694.54	5.19
GRAND TOTAL EXPENDITURES	<u>\$2,982,707.14</u>		<u>\$ 21,927,893.91</u>	<u>100.00</u>
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 3,096,516.74	
U. S. Fed. Aid Projects	\$ 381,110.64	\$ 2,730,593.61		
U. S. FAGH, FAS, etc., Projects	356,621.04	3,440,513.60		
U. S. Right of Way	14,791.28	112,553.70		
U. S. Plans and Surveys	45,779.97	140,079.37		
Miscellaneous Const. Receipts	57,500.00	185,000.00		
Net Motor Fuel Tax Receipts	2,157,192.41	12,944,535.24		
U. S. Oil Royalties	0.00	502,307.71		
Net Gross Vehicle Weight Tax Receipts	123,397.90	2,000,516.33		
New Automobile Caravan Tax Receipts	0.00	7,372.00		
State Park Div. General Fund Approp.	0.00	13,635.00		
State Park Div. L.C.C. Cav. Receipts	3,246.15	18,797.07		
State Park Division Miscellaneous Receipts	-0-	98.85		
State Park Div. Concess. Fund Receipts	867.51	5,382.75		
State Park Div. Fed. Ex. Tax Receipts	234.04	2,772.18		
Miscellaneous Receipts	<u>1,310.65</u>	<u>1,310.65</u>		
Total Receipts to Date	\$3,142,060.39		22,113,726.14	
GRAND TOTAL			\$25,210,242.88	
Deduct Actual Expenditures for Period			<u>21,927,893.91</u>	
BALANCE IN FUNDS			\$ 3,282,348.97	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 923,772.70		
State Highway Trust Fund		2,352,592.72		
State Park Div. 205 Fund		5,017.82		
State Park Div. General Fund		965.73		
State Park Div. Concess. Fund		0.00		
State Park Div. Fed. Ex. Tax Fund		<u>0.00</u>	\$ 3,282,348.97	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1954, THROUGH JUNE 30, 1955, INCLUDING FUND REVERSIONS

EXPENDITURES	Totals for June	Totals to 6-30-55	Accumulative Totals	Percentage
Payments to Contractors	\$1,456,231.24	\$14,300,679.07		55.11
Right of Way Purchases	44,242.50	697,321.39		2.42
Fed. Aid Paid Const. Supervision	67,319.66	674,730.01		2.60
Routing, Surveys & Plans	48,850.26	721,182.34		2.52
Sub-total	1,616,643.76		\$16,533,913.01	63.72
Maintenance - All	603,163.98		\$ 5,627,636.11	21.69
State Owned Equipment Earnings	71,216.11 Cr.		\$ 606,387.84 Cr.	2.34 Cr.
Interest and Sinking Fund	106,000.00		\$ 1,384,500.00	5.34
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 6,608.97	\$ 36,812.48		.14
Equipment, Engineering	2,549.26	30,505.89		.12
Equipment, Mobile and Maintenance	175,228.40	579,590.56		2.04
Equipment, Minor Maint. and Const.	202.38	1,002.12		.00
Stores, Mobile and Maint.	21,772.63	12,111.38 Cr.		.05 Cr.
Stores, Office	8,205.20	10,429.54		.04
Authorized Shop Expenditures	18,216.66 Cr.	23,325.43		.09
Highway Buildings	59,301.32	224,327.54		.87
Radio Stations, Const. of	320.61	5,742.94		.02
Division Shop Tools	797.92	18,266.07		.07
Division Gasoline Storage	460.03	4,087.39		.02
Division Road Oil Storage	4,975.51	20,597.51		.08
State Park Division Furn. & Fixtures	.00	313.45 Cr.		.00
State Park Division Mach. & Appliances	.00	313.45		.00
Sub-total	262,205.57		\$ 892,076.09	3.44
<u>MISCELLANEOUS OUTLAYS</u>				
Highway Tourist Road Maps	\$ 114.51	\$ 25,398.06		.10
Dissemination of Public Information	14,344.43	65,196.19		.25
Retirement Premiums, State Paid	9,211.51	143,335.02		.55
Accounts Receivable	11,784.41	1,031.27 Cr.		.01 Cr.
Losses, Fire and Other	16.21 Cr.	4,602.97 Cr.		.02 Cr.
Bad Debts	239.00	2,334.36		.01
Legislative Appropriations	7,328.65	113,161.41		.44
State Park Division Expense	7,110.20	37,415.82		.15
Reversion to General Fund	905.08	905.08		.00
State Park Division Concessioners	1,130.22	5,808.40		.02
State Park Division Fed. Excise Tax	287.76	1,538.34		.01
State Park Access Roads	3,646.37	3,646.37		.01
Sub-total	56,085.93		\$ 392,504.81	1.51
<u>VACATIONS - ALL</u>				
Annual	\$ 16,061.52	\$ 262,028.30		1.01
Military	1,920.58	8,982.24		.03
Sick Leave	9,519.26	130,987.88		.50
Sub-total	27,501.36		\$ 401,998.42	1.54
GRAND TOTAL OPERATIVE EXPENSE	\$2,600,384.49		\$24,626,240.60	94.90
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 561.21	\$ 11,193.60		.04
Department Administrative	41,902.57	436,532.31		1.68
State Paid Const. Supervision	63,380.38	642,413.46		2.48
Maint. Supervision & Div. Office Exp.	20,793.48	233,598.10		.90
Sub-total	126,637.64		\$ 1,323,737.47	5.10
GRAND TOTAL EXPENDITURES	\$2,727,022.13		\$25,949,978.07	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 3,282,348.97	
U. S. Fed. Aid Projects	\$ 141,086.00	\$ 4,941,645.34		
U. S. FAGH, FAS, etc., Projects	263,410.77	4,104,025.14		
U. S. Right-of-Way	.00	212,689.74		
U. S. Plans and Surveys	51,073.06	281,782.17		
Miscellaneous Const. Receipts	.00	179,263.60		
Net Motor Fuel Tax Receipts	2,366,877.81	14,423,871.79		
U. S. Oil Royalties Receipts	.00	409,622.00		
Net Gross Vehicle Weight Tax Receipts	160,616.53	2,237,599.47		
Vehicle Use Tax Receipts	.00	480.00		
New Automobile Caravan Tax Receipts	.00	6,868.50		
Miscellaneous Receipts	2,100.00	2,100.00		
State Park Div. General Fund Approp.	.00	13,835.00		
State Park Div. L. & C. Cav. Receipts	2,928.69	21,662.26		
State Park Miscellaneous Receipts	.00	68.05		
State Park Div. Concess. Fd. Receipts	785.17	5,808.40		
State Park Div. Fed. Ex. Tax Receipts	208.14	1,538.34		
Total Receipts to Date	\$2,989,086.17		\$26,842,859.80	
GRAND TOTAL			\$30,125,208.77	
Deduct Actual Expenditures for Period			\$25,949,978.07	
BALANCE IN FUNDS			\$ 4,175,230.70	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 1,726,059.29		
State Highway Trust Fund		2,445,943.45		
State Park Div. 205 Fund		3,227.96		
State Park Div. General Fund		.00		
State Park Div. Concess. Fund		.00		
State Park Div. Fed. Ex. Tax Fund		.00		
			\$ 4,175,230.70	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1955, THROUGH JUNE 30, 1956

	Totals for June	Totals to 6-30-56	Accumulative Totals	Percentage
<u>EXPENDITURES</u>				
Payment to Contractors	\$3,008,739.79	\$16,345,821.57		55.72
Right-of-Way Purchases	121,707.54	954,702.41		3.25
Fed. Aid Paid Const. Supervision	101,997.40	760,754.52		2.59
Routing, Surveys & Plans	80,262.24	978,489.48		3.24
Sub-total	\$3,312,694.67		\$19,039,767.98	64.90
Maintenance - All	609,715.29		5,823,808.93	19.05
State Owned Equipment Earnings	66,386.26 Cr.		674,353.50 Cr.	2.29 Cr.
Interest and Sinking Fund	106,000.00		1,272,000.00	4.33
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 3,196.25	\$ 61,829.07		.21
Equipment, Photographic	353.95	2,226.05		.01
Equipment, Engineering	746.08	16,003.05		.05
Equipment, Laboratory	293.75	45,789.18		.16
Equipment, Mobile and Maintenance	228,107.07	598,463.66		2.03
Equipment, Minor Maint. and Const.	44.24	1,090.05		.01
Stores, Mobile and Maintenance	50,934.16	73,561.52		.25
Stores, Office	872.71	9,997.05		.03
Authorized Shop Expenditures	36,450.72	39,781.63		.14
Highway Buildings	102,774.35	261,712.84		.89
Radio Stations, Construction of	6,166.53	12,546.27		.04
Division Shop Tools	531.62	15,250.67		.05
Division Gasoline Storage	817.01	8,364.06		.03
Division Road Oil Storage	1,466.37	14,327.28		.05
State Park Div. Mach. & Appliances	-0-	340.45		.00
State Park Div. Land & Buildings	3,550.40	6,809.91		.02
State Park Div. Furn. & Fixt.	-0-	51.33		.00
Const. Gravel & Sand Pits	-0-	43,517.60		.15
Sub-total	\$ 436,305.21		\$ 1,209,661.68	4.12
<u>MISCELLANEOUS OUTLAY</u>				
Highway Tourist Road Maps	\$ 19,150.78	\$ 26,427.19		.09
Dissemination of Public Information	21,410.35	64,995.97		.22
Retirement Premiums, State Paid	16,258.08	169,660.35		.58
Accounts Receivable	25,215.82 Cr.	27,343.84 Cr.		.09 Cr.
Losses, Fire and Other	18.51 Cr.	230.51 Cr.		.00
Bad Debts	-0-	95.00 Cr.		.00
Legislative Appropriations	12,669.57	126,623.55		.43
Highway Building Repairs	1,868.20	27,945.18		.09
Gross Veh. Wt. Tax Collection Exp.	9,530.42	80,945.80		.27
Highway Fact Finding Comm. Exp.	2,096.60	15,611.77		.05
Importers Gas Tax Coll. Exp.	390.81	2,662.16		.01
State Park Division Expense	7,690.36	44,787.75		.15
State Park Access Roads	261.94	13,848.44		.05
State Park Division Concessioners	1,445.81	6,489.18		.02
State Park Division Fed. Excise Tax Exp.	362.34	1,690.54		.01
F.T.C.A. State Tax Assessment	17,952.54	184,155.27		.64
Sub-total	\$ 85,863.47		\$ 738,184.80	2.52
<u>VACATIONS - ALL</u>				
Annual	\$ 19,832.31	\$ 293,927.43		1.00
Sick Leave	9,934.87	130,536.53		.45
Military	2,566.82	10,224.54		.03
Sub-total	\$ 32,334.00		\$ 434,688.50	1.48
GRAND TOTAL OPERATIVE EXPENSE	\$ 4,510,528.38		\$ 27,845,758.39	94.91
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 1,923.33	\$ 14,708.51		.05
Department Administrative	26,189.54	524,193.16		1.79
State Paid Const. Supervision	89,996.35	714,669.56		2.43
Maint. Supervision & Div. Office Exp.	21,491.35	240,424.51		.82
Sub-total	139,600.57		1,449,995.74	5.09
GRAND TOTAL EXPENDITURES	\$ 4,650,128.95		\$ 29,339,694.13	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			4,175,230.70	
Plus JV #9925 Correction 589-5 Fund			4.21	
TOTAL			\$ 4,175,234.91	
U. S. Fed. Aid Projects	\$ 495,459.22	\$ 5,168,773.76		
U. S. FIGH, FAS, etc., Projects	436,684.18	3,903,157.14		
U. S. Right-of-Way	28,887.13	170,923.55		
U. S. Plans and Surveys	7,591.66	254,694.38		
Miscellaneous Construction Receipts	12,758.29	271,642.08		
Net Motor Fuel Tax Receipts	2,257,701.73	17,157,899.29		
U. S. Oil Royalties Receipts	-0-	462,883.26		
Net Gross Veh. Wt. Tax Receipts	158,177.74	2,698,084.16		
New Automobile Caravan Tax Receipts	-0-	10,725.50		
Fact Finding Comm. Receipts	2,096.60	15,613.77		
Size and Weight Permit Fee Receipts	6,213.00	60,290.00		
Additional Vehicle Reg. Fee Receipts	1,874.50	42,426.00		
Miscellaneous Receipts	2,100.00	2,100.00		
State Park Division General Fund Approp.	-0-	29,775.00		
State Park Division L.C.G. Cavern Receipts	1,003.14 Cr.	24,155.28		
State Park Division Concess. Rd. Receipts	1,151.94	6,488.18		
State Park Division F.d. Ex. Tax Receipts	302.16	1,698.54		
State Park Division Canyon Ferry Receipts	80.00 Cr.	865.00		
State Park Division Miscellaneous Receipts	5,491.06	6,627.52		
Total Receipts to Date	\$ 3,415,406.07		30,279,822.41	
GRAND TOTAL			\$ 34,455,057.32	
Deduct Actual Expenditures for Period			29,339,694.13	
BALANCE IN FUNDS			\$ 5,115,363.19	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$1,294,794.12		
State Highway Trust Fund		3,816,905.54		
State Park Div. 205 Fund		5,111.97		
State Park Div. General Fund		1,679.94 Cr.		
State Park Div. Concess. Fund		-0-		
State Park Div. Fed. Ex. Tax Fund		-0-		
State Park Div. Canyon Ferry Fund		231.50	\$ 5,115,363.19	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1956 THROUGH JUNE 30, 1957

	Totals for June	Totals to 6-30-57	Accumulative Totals	Percentage
<u>EXPENDITURES</u>				
Payment to Contractors	\$ 3,887,020.74	\$25,468,762.35		65.55
Right-of-Way Purchases	498,707.09 Cr.	680,570.80		1.75
Fed. Aid Pkg Const. Supervision	98,613.22	908,587.29		2.34
Routing, Surveys and Plans	614,539.24 Cr.	466,071.13		1.20
Sub-total	\$ 2,897,780.29		\$27,525,991.57	70.04
Maintenance All	566,430.71		6,077,707.20	15.64
State Owned Equipment Earnings	53,236.33 Cr.		542,147.52 Cr.	1.40 Cr.
Interest and Sinking Fund	106,000.00		1,272,000.00	3.27
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 7,675.04	\$ 80,793.13		.21
Equipment, Photographic	487.05	11,703.83		.03
Equipment, Engineering	1,593.00	30,101.18		.08
Equipment, Laboratory	6,043.27	20,191.76		.06
Equipment, Mobile and Maintenance	229,735.89	717,261.29		1.85
Equipment, Minor Maint. and Const.	340.27	1,785.16		---
Stores, Mobile and Maintenance	54,145.82	18,626.09		.05
Stores, Office	3,117.98	13,182.41		.03
Authorized Shop Expenditures	20.29	68,596.29 Cr.		---
Highway Buildings	60,273.87	489,756.92		1.26 Cr.
Radio Stations, Construction of	-0-	19,936.50		.05
Division Shop Tools	404.06	23,731.32		.06
Division Gasoline Storage	520.90	13,707.70		.04
Division Road Oil Storage	1,595.61	11,382.70		.03
State Park Div. Mach. & Appliances	80.90	461.50		---
State Park Div. Land & Buildings	-0-	930.47		---
State Park Div. Furn. & Fixt.	-0-	-0-		-0-
Const. Gravel & Sand Pits	\$ 4,648.00	43,236.08		.11
Sub-total	\$ 364,446.09		\$ 1,428,171.75	3.68
<u>MISCELLANEOUS OUTLAY</u>				
Highway Tourist Road Maps	\$ 282.02	\$ 35,756.50		.09
Dissemination of Publ. Information	14,882.60	64,999.02		.17
Retirement Premiums, State Paid	9,152.20	189,260.90		.49
Accounts Receivable	25,235.90	66,794.98		.17
Losses, Fire and Other	19.34 Cr.	171.43		---
Bad Debts	10.00 Cr.	28.00		---
Legislative Appropriations	7,343.84	127,502.73		.33
Highway Building Repairs	4,302.87	31,718.22		.08
Gross Veh. Wt. Tax Coll. Exp.	11,131.04	112,063.75		.29
Highway Fact Finding Comm. Exp.	-0-	18,675.51		.05
Importers Gas Tax Coll. Exp.	532.91	4,348.87		.01
State Park Division Expense	7,952.48	46,618.03		.12
State Park Access Roads	3,925.46	9,225.05		.02
State Park Division Concessioners	1,537.70	6,913.53		.02
State Park Division Fed. Excise Tax Exp.	379.02	1,800.84		---
F.I.C.A. State Tax Assessment	42,978.77	142,487.36		.37
Sub-total	129,607.47		\$ 865,365.32	2.23
<u>VACATIONS ALL</u>				
Annual	\$ 24,806.83	\$ 359,740.80		.93
Sick Leave	9,852.90	142,986.26		.37
Military	1,860.30	8,757.45		.02
Sub-total	36,520.03		\$ 511,484.51	1.32
GRAND TOTAL OPERATIVE EXPENSE	\$4,022,156.80		\$37,138,572.83	95.58
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 1,301.14	\$ 12,226.19		.03
Department Administrative	55,658.65	610,845.38		1.57
State Paid Const. Supv.	89,046.81	849,482.53		2.19
Maint. Supervision & Div. Office Exp.	20,487.58	245,011.16		.63
Sub-total	166,494.18		1,717,565.26	4.42
GRAND TOTAL EXPENDITURES	\$4,188,650.98		\$38,856,138.09	100.00
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 5,115,363.19	
U. S. Fed. Aid - Primary, Interstate	\$ 997,342.33	\$20,183,303.93		
U. S. Fed. Aid - Urban, Soc., Gr. Xing, etc.	974,413.46	6,736,772.08		
U. S. Fed. Aid - Right-of-Way	162,638.54	750,327.72		
U. S. Fed. Aid - Plans & Surveys	156,667.18	838,265.32		
U. S. Fed. Aid Advanced Fund Rec.	-0-	2,500,000.00		
Miscellaneous Construction Receipts	337,450.00	661,574.40		
Net Motor Fuel Tax Receipts	2,415,169.76	17,694,392.85		
U. S. Oil Royalties Receipts	-0-	582,356.51		
Net Gross Veh. Wt. Tax Receipts	177,935.96	2,828,627.30		
Mnw Automobile Caravan Tax Receipts	-0-	10,792.00		
Fact Finding Comm. Appropriations Receipts	-0-	18,675.51		
Size and Weight Permit Fee Receipts	7,161.00	58,505.00		
Additional Vehicle Registration Fees	-0-	7,381.50		
Proportional Licensing Identification Fees	700.00	1,962.00		
Violation Special Fuel Permit Fines	-0-	200.00		
Miscellaneous (Rentals)	2,465.00	2,465.00		
State Park Division General Fund Approp.	-0-	20,275.00		
State Park Division L. & C. Cavern Recept.	4,647.92	25,719.63		
State Park Division Concess. Fund Receipts	1,252.92	6,913.53		
State Park Division Fed. Ex. Tax Receipts	320.16	1,800.84		
State Park Division Canyon Ferry Receipts	50.00	1,375.00		
State Park Division Miscellaneous Receipts	137.90	2,782.78		
Total Receipts to Date	\$5,238,352.13		42,724,474.90	
GRAND TOTAL			\$47,849,838.09	
Deduct Actual Expenditures for Period			38,856,138.09	
BALANCE IN FUNDS			\$ 8,993,700.00	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 1,895,563.13		
State Highway Trust Fund		4,592,343.93		
State Park Div. 205 Fund		4,592.50		
State Park Div. General Fund		-0-		
State Park Div. Concess. Fund		-0-		
State Park Div. Fed. Ex. Tax Fund		-0-		
State Park Div. Canyon Ferry Fund		1,200.44		
U. S. Federal Aid Advanced Fund:				
Balance	\$ 647,591.00			
Vouchers Rec. from B.P.R.	1,852,497.00	2,500,000.00	\$ 8,993,700.00	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1957 THROUGH JUNE 30, 1958

	Totals for June	Totals to 6/30/58	Accumulative Totals	Percentage
<u>EXPENDITURES</u>				
Payment to Contractors	\$3,482,730.39	\$23,416,651.61		44.45%
Right-of-Way Purchases	13,646.38 Cr.	1,267,052.14		2.40%
Fed. Aid Paid Const. Supervision	117,820.98	917,741.76		1.74%
Routing, Surveys and Plans	473,122.62 Cr.	757,029.72		1.44%
Sub-Total	\$3,119,653.37		\$26,359,276.06	50.67%
Maintenance All	491,224.13		6,009,290.29	11.41%
State Owned Equipment Earnings	52,200.38 Cr.		541,069.59 Cr.	1.02%
Interest and Sinking Fund	-0-		530,000.00	1.02%
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 11,691.09	\$ 49,945.57		.10%
Equipment, Photographic	606.47	7,156.43		.01%
Equipment, Engineering	7,231.99	31,051.63		.06%
Equipment Laboratory	426.02	17,061.46		.03%
Equipment, Mobile and Maintenance	113,621.93	209,642.02		.55%
Equipment, Minor Maint. and Const.	1,745.35	3,626.28		.01%
Stores, Mobile and Maintenance	75,890.98	19,792.58		.04%
Authorized Shop Expenditures	4,392.78 Cr.	4,799.19 Cr.		.01% Cr.
Highway Buildings	14,145.36 Cr.	3,206.64		.01%
Radio Stations, Construction of	19,499.73	874,700.43		1.66%
Division Shop Tools	360.68 Cr.	360.68 Cr.		---
Division Gasoline Storage	988.67 Cr.	15,582.58		.03%
Division Road Oil Storage	1,635.57	15,087.01		.02%
State Park Div. Mach. & Appliances	5,730.62	14,960.60		.03%
State Park Div. Land & Buildings	1,737.79	11,631.46		.02%
State Park Div. Furn. & Fixt.	4,417.73	16,067.16		.03%
State Park Division Stores	176.85	754.22		---
L. & C. Caverns Work Shop	1,231.60	1,231.60		---
Const. Gravel & Sand Pits	755.54	755.54		---
Sub-Total	10.00 Cr.	33,722.78		.05%
	\$ 226,521.77		\$ 1,401,614.13	2.69%
<u>MISCELLANEOUS OUTLAY</u>				
Highway Tourist Road Maps	\$ 2,450.60	\$ 34,861.76		.07%
Dissemination of Public Information	10,486.56	85,079.69		.16%
Retirement Premiums, State Paid	16,792.12	197,711.89		.38%
Accounts Receivable	27,395.06 Cr.	22,945.94 Cr.		.04% Cr.
Losses, Fire and Other	-0-	-0-		---
Bad Debts	-0-	-0-		---
Legislative Appropriations	12,719.54	215,856.15		.41%
Highway Building Repairs	2,595.02	48,911.40		.09%
Gross Veh. Wt. Tax Coll. Exp.	39,290.70	178,368.59		.34%
Importers Gas Tax Coll. Exp.	462.47	6,304.99		.01%
State Park Division Expense	3,762.92	60,509.38		.12%
State Park Access Roads	9,019.06	14,963.75		.03%
State Park Division Concessioners	1,511.13	7,699.63		.01%
F.I.C.A. State Tax Assessment	-0-	110,408.36		.21%
Adv. Payments from the 104-70 Trust Account	1,419,512.04	15,546,474.65		29.31%
Sub-Total	\$1,491,203.90		\$16,484,204.30	31.30%
<u>VACATIONS ALL</u>				
Annual	\$ 24,420.45	\$ 401,416.19		.76%
Sick Leave	11,767.41	169,234.40		.32%
Military	1,912.83	10,345.42		.02%
Sub-Total	38,100.69		580,996.01	1.10%
GRAND TOTAL OPERATIVE EXPENSE	\$5,307,503.48		\$50,824,311.20	96.47%
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 742.21	\$ 14,568.19		.03%
Department Administrative	72,672.58	768,249.99		1.46%
State Paid Const. Supv.	105,823.70	845,466.82		1.60%
Maint. Supervision & Div. Office Exp.	17,121.71	222,193.33		.44%
Sub-Total	\$ 198,260.20		\$ 1,857,478.31	3.53%
GRAND TOTAL EXPENDITURES	\$5,505,863.68		\$52,681,789.53	100.00%
<u>RECEIPTS CONSOLIDATED</u>				
Funds beginning of Period			\$ 8,993,700.00	
U. S. Fed. Aid-Primary, Interstate, FLH	\$ 666,154.21	\$ 8,509,344.16		
U. S. Fed. Aid-Urban, Sec. Gr. King, etc.	809,414.17	6,797,444.79		
U. S. Fed. Aid-Right-of-Way	9,699.16	434,886.99		
U. S. Fed. Aid-Plans & Surveys	201,833.18	964,302.86		
U. S. Fed. Aid-Trust Fund, Highway Act	-0-	-0-		
Refunds to the 104-70 Fund	769,210.43	14,921,544.84		
Vouchers Receivable BPR	650,294.41	624,929.81		
Miscellaneous Construction Receipts	49,500.00	355,403.05		
Net Motor Fuel Tax Receipts	2,688,019.08	16,244,466.34		
U. S. Oil Royalties Receipts	-0-	766,189.13		
Net Gross Veh. Wt. Tax Receipts	172,543.79	2,871,099.79		
New automobile Caravan Tax Receipts	-0-	8,949.00		
Size and Weight Permit Fee Receipts	9,590.00	68,643.00		
Proportional Licensing Idn. Fees	942.00	31,596.00		
Violation Spec. Fuel Permit Fines	-0-	1,360.00		
Miscellaneous	2,520.00	2,520.00		
U. S. Defense Access Receipts	22,806.00	29,806.00		
State Park Division General Fund Approp.	-0-	60,000.00		
State Park Division L. & C. Cavern Receipts	4,842.64	30,563.87		
State Park Division Concess. Fund Receipts	1,225.06	7,699.63		
State Park Division Canyon Ferry Receipts	212.50	1,302.50		
State Park Division Tiber State Park Receipts	-0-	450.00		
State Park Division Miscellaneous Receipts	-0-	2,621.85		
Total Receipts to Date	\$6,058,815.43		\$53,428,204.41	
GRAND TOTAL			\$52,421,904.41	
Product Actual Expenditures for Period			\$2,681,789.53	
BALANCE IN FUNDS			\$ 2,740,114.88	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 3,093,244.12		
State Highway Trust Fund		4,137,799.99		
State Park Div. 205 Fund		5,122.17		
State Park Div. General Fund		2,715.66		
State Park Div. Concess. Fund		-0-		
State Park Div. Canyon Ferry Fund		1,082.94		
State Park Div. Tiber State Park Fund		150.00		
Trust Fund - Fed. Aid Highway Act - Balance	\$ 22,661.19		\$ 2,740,114.88	
Vou. Rec. EPR	2,477,338.81	2,600,000.00		

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1950 THROUGH JUNE 30, 1952

	Total for June	Total to 6/30/52	Accumulative Total	Percentage
EXPENDITURES				
Payment to Contractors	\$3,739,881.27	\$31,754,369.44		56.7%
Right-of-Way Purchase	531,477.12	4,035,290.90		8.9%
Fed. Aid Paid Const. Supervision	186,240.03	1,660,751.92		2.97%
Routing, Surveys and Plans	116,303.92	1,635,873.57		2.82%
Sub-Total	\$4,563,902.34		\$40,065,487.73	71.50%
Maintenance All	520,081.35		5,983,918.76	10.6%
State Owned Equipment Earnings	66,618.18 Cr.		552,378.91 Cr.	0.99% Cr.
Interest and Sinking Fund	-0-		69,900.43 Cr.	.12% Cr.
CAPITAL OUTLAY				
Equipment, Office	\$ 10,495.07	\$ 69,831.06		.13%
Equipment, Photographic	104.24	1,010.77		---
Equipment, Engineering	2,074.23	44,515.33		.08%
Equipment, Laboratory	4,363.20	32,666.90		.05%
Equipment, Mobile and Maintenance	239,659.05	479,684.98		.89%
Equipment, Minor Maint. and Const.	126.61	1,473.89		---
Stores, Mobile and Maintenance	8,699.49	24,193.65 Cr.		.04% Cr.
Stores, Office	5,559.00 Cr.	7,968.85		.01%
Stores, Gravel	62,319.70 Cr.	33,270.88 Cr.		.05% Cr.
Gravel Production for Stores	125,093.71	107,689.76		.19%
Stores, Automotive Repair Parts	33,092.13	25,945.63		.05%
Authorized Shop Expenditures	21,069.15 Cr.	3,974.60		.01%
Highway Buildings	196,220.00	239,426.24		.43%
Radio, Construction of Stations	-0-	1,140.00		---
Division Shop Tools	2,465.47	16,292.96		.03%
Division Gasoline Storage	790.13	6,204.18		.01%
Division Road Oil Storage	189.97	3,149.88		.01%
State Park Div., Mach. & Appliances	1,118.00	2,069.71		---
State Park Div., Land & Buildings	6,564.88	24,621.91		.04%
State Park Div., Furn. & Fix.	-0-	211.91		---
State Park Div. Stores	1,961.16 Cr.	1,071.64		---
Lewis & Clark Caverns Work Shop	-0-	1,071.64		---
Const. Gravel & Sand Pits	124.50 Cr.	45,085.86		.08%
Sub-Total	\$ 537,432.67		\$ 1,058,032.34	1.89%
MISCELLANEOUS OUTLAY				
Highway Tourist Road Maps	\$ 2,075.95	\$ 41,709.28		.08%
Dissemination of Public Information	17,296.62	84,294.35		.15%
Retirement Premiums, State Paid	48,365.29	264,599.40		.47%
Accounts Receivable	10,988.50	3,200.28 Cr.		.005% Cr.
Losses, Fire and Other	4,635.50 Cr.	4,635.50 Cr.		.005% Cr.
Bad Debts	-0-	-0-		---
Legislative Appropriations	22,735.60	175,293.63		.32%
Highway Building Repairs	3,472.39	39,064.58		.07%
Gross Veh. Wt. Tax Coll. Exp.	16,907.66	184,007.11		.33%
Importers Gas Tax Coll. Exp.	447.10	7,271.90		.01%
State Park Division Expense	8,379.39	68,289.97		.12%
State Park Access Roads	894.01	12,103.12		.02%
State Park Division Concessioners	1,539.05	6,823.42		.01%
F.I.C.A. State Tax Assessment	56,751.45	225,053.12		.40%
Adv. Payments from the 104-70 Trust Acc.	3,404.02 Cr.	5,978,579.84		10.66%
Sub-Total	\$ 182,769.42		\$ 7,080,653.94	12.5%
VACATIONS ALL				
Annual	\$ 24,790.14	\$ 439,923.30		.79%
Sick Leave	14,180.96	184,765.86		.33%
Military	2,253.47	13,373.16		.02%
Sub-Total	\$ 41,224.57		\$ 638,062.40	1.14%
GRAND TOTAL OPERATIVE EXPENSE	\$5,812,592.24		\$54,201,875.83	96.84%
OVERHEAD EXPENDITURES				
Commission Administrative	\$ 2,753.93	\$ 18,851.28		.03%
Department Administrative	66,039.96	827,427.97		1.46%
State Paid Const. Supv.	73,352.43	687,333.92		1.23%
Maint. Supervision & Div. Office Exp.	20,742.44	236,353.15		.42%
Sub-Total	\$ 162,888.76		\$ 1,769,966.32	3.16%
GRAND TOTAL EXPENDITURES	\$5,975,481.00		\$55,971,842.15	100.00%
RECEIPTS CONSOLIDATED				
Funds Beginning of Period			\$ 9,740,114.88	
U. S. Fed. Aid-Primary, Interstate, FMH	\$ 37,646.77	\$15,718,647.70		
U. S. Fed. Aid-Urban, Sec., Gr. King, etc.	120,920.40	7,017,972.90		
U. S. Fed. Aid - Defense Accoon Receipts	-0-	86,663.00		
U. S. Fed. Aid Right-of-Way	75,372.95	2,709,802.28		
U. S. Fed. Aid Plans & Surveys	1,539.59	1,230,073.65		
U. S. Fed. Aid Trust Fund, Highway Act Reversion	44,340.81 Cr.	2,317,951.23 Cr.		
Refunds to the 104-70 Fund	34,532.12	8,273,669.88		
Vouchers Receivable BFR	37,936.21 Cr.	2,295,290.04 Cr.		
Civil Defense Authority Aid - Radio Equip.	-0-	485.80		
Miscellaneous Construction Receipts	23,531.81 Cr.	1,022,110.58		
Hot Motor Fuel Tax Receipts	2,710,567.55	15,828,616.60		
U. S. Oil Royalties Receipts	-0-	807,316.64		
Net Gross Veh. Wt. Tax Receipts	100,900.73	3,113,308.87		
New Automobile Caravan Tax Receipts	1,111.50	7,300.75		
Size and Weight Permit Fee Receipts	10,402.00	82,078.00		
Proportional Licensing Idn. Fees	1,554.00	31,914.00		
Violation Spec. Fuel Permit Fines	-0-	-0-		
Miscellaneous	8,704.51	8,704.51		
State Park Division General Fund Approp.	-0-	60,000.00		
State Park Division L. & C. Cavern Rept.	5,272.59	27,023.08		
State Park Division Concess. Fund Rept.	1,537.41	6,823.42		
State Park Division Canyon Ferry Receipts	315.50	5,470.00		
State Park Division Tibor State Park Rept.	500.00	720.00		
State Park Division Miscellaneous Receipts	1,600.00 Cr.	2,199.03		
State Park Division Bureau of Reclamation Aid	1,600.00	1,600.00		
Total Receipts to Date	\$3,080,634.75		\$49,427,539.42	
GRAND TOTAL			\$59,107,414.30	
Rebates actual Expenditures for Period			\$5,971,842.15	
BALANCE IN FUNDS			\$ 53,135,572.15	
GENERAL LEDGER ACCOUNTS				
State Highway Fund		\$ 2,411,852.51		
State Highway Trust Fund		595,973.92		
State Park Div. 205 Fund		4,200.38		
State Park Div. General Fund		-0-		
State Park Div. Concess. Fund		961.94		
State Park Div. Canyon Ferry Fund		766.63		
State Park Div. Tibor State Park Fund		-0-		
Trust Fund - Fed. Aid Highway Act. - Balance	\$ -0-			
Vou. Rec. BFR	182,048.77	182,048.77	\$ 3,195,812.15	

STATE HIGHWAY COMMISSION
Accounting Division
Helena, Montana

ANALYSIS OF RECEIPTS AND EXPENDITURES FROM JULY 1, 1959 THROUGH JUNE 30, 1960

EXPENDITURES	Totals for June	Totals to 6/30/60	Accumulative Totals	Percentages
Payments to Contractors	\$3,354,206.06	\$28,760,302.50		62.31%
Right-of-Way/Purchases	311,401.78	3,477,391.24		7.54%
Feet. Aid Paid Const. Supervision	221,633.23	1,759,042.50		3.81%
Routing, Surveys and Plans	<u>107,897.92</u>	<u>1,767,574.90</u>		3.83%
Sub-Total	\$3,995,138.99		\$35,764,111.14	77.49%
Maintenance	590,326.06		6,184,340.59	13.40%
State Owned Equipment Earnings	80,378.86 Cr.		507,049.71 Sr.	1.10% Cr.
Interest and Sinking Fund	-0-		185.00 Cr.	---
<u>CAPITAL OUTLAY</u>				
Equipment, Office	\$ 13,946.89	\$ 50,664.32		.11%
Equipment, Photographic	280.83	1,311.78		---
Equipment, Engineering	26.09	18,632.66		.04%
Equipment, Laboratory	318.26	19,231.17		.04%
Equipment, Mobile and Maintenance	178,812.48	532,285.94		1.16%
Equipment, Minor Maint. and Const.	183.61	1,576.53		---
Stores, Mobile and Maintenance	66,467.79	76,317.51		.17%
Stores, Office	3,991.12	3,993.70		.01%
Stores, Gravel	59,740.34 Cr.	661.52		---
Gravel Production for Stores	16,232.36	58,567.67		.13%
Stores Automotive Repair Parts	48,348.49	46,480.91		.09%
Authorized Shop Expenditures	5,125.31	14,533.64		.03%
Highway Buildings	15,729.49	23,374.79		.05%
Radio, Construction of Stations	-0-	32,591.16		.07%
Division Shop Tools	1,563.70	15,451.13		.03%
Division Gasoline Storage	1,511.10	11,651.14		.03%
Division Road Oil Storage	2,042.94	10,841.79		.02%
State Park Div., Wash. & Appliances	140.00	2,131.80		---
State Park Div., Land & Buildings	2,530.04	9,116.38		.02%
State Park Div. Furn. & Fix.	263.57	572.36		---
State Park Div. Stores	278.22 Cr.	2,306.68		---
State Park Div. Gasoline Stores	122.87	179.79		---
State Park Board AR (337)	323.20	13,537.31 Cr.		.03% Cr.
Lewis & Clark Caverns Work Shop	1,315.81	22,094.77		.05%
Const. Gravel & Sand Pits	2,529.93	3,046.23 Cr.		.01% Cr.
Sub-Total	\$ 297,319.46		\$ 1,139,280.15	2.46%
<u>MISCELLANEOUS OUTLAY</u>				
Highway Tourist Road Maps	\$ 1,693.94	\$ 51,554.27		.11%
Dissemination of Public Information	9,771.60	88,393.32		.20%
Retirement Premiums, State Paid	50,849.20	260,865.30		.57%
Accounts Receivable	23,980.36	20,252.47 *		.04%
Losses, Fire and Other	-0-	-0-		---
Bad Debts	-0-	-0-		---
Legislative Appropriations	10,596.14	171,673.20		.37%
Highway Building Repairs	1,395.48	28,095.00		.06%
Gross Veh. Wt. Tax Coll. Exp.	16,101.04	205,043.40		.45%
Importers Gas Tax Coll. Exp.	640.00	7,281.33		.02%
State Park Division Expense	10,867.11	69,899.01 *		.15%
State Park Access Roads	6,592.91	19,169.77		.04%
State Park Division Concessioners	449.04	5,489.70		.01%
P.L.C.A. State Tax Assessment	73,690.21	237,006.57		.51%
Adv. Payments from the 104-70 Trust Acc.	2,346.06 Cr.	151,431.42 Cr.		.32% Cr.
Sub-Total	\$ 204,880.97		\$ 1,009,895.12	2.19%
<u>VACATIONS ALL</u>				
Annual	\$ 33,026.03	\$ 500,339.85		1.06%
Sick Leave	16,470.16	215,027.77		.47%
Military	4,736.01	14,692.00		.03%
Sub-Total	\$ 54,232.20		\$ 730,059.62	1.58%
GRAND TOTAL OPERATIVE EXPENSE	\$5,061,518.82		\$44,320,451.91	96.06%
<u>OVERHEAD EXPENDITURES</u>				
Commission Administrative	\$ 2,815.19	\$ 19,118.11		.04%
Department Administrative	7,770.09	84,560.81		.18%
State Paid Const. Supv.	88,107.19	734,451.32		1.59%
Maint. Supervision & Div. Office Exp.	<u>22,919.08</u>	<u>241,340.35</u>		.52%
Sub-Total	\$ 109,611.55		\$ 1,836,470.50	3.28%
GRAND TOTAL EXPENDITURES	\$5,251,130.37		\$46,156,922.50	100.00%
<u>RECEIPTS CONSOLIDATED</u>				
Funds Beginning of Period			\$ 3,195,812.15	
U. S. Fed. Aid-Primary, Interstate, FLM	\$1,582,952.60	\$19,202,903.60		
U. S. Fed. Aid-Urban, Sec., Gr. King, etc.	370,339.06	6,959,586.16		
U. S. Fed. Aid - Defense Access Receipts	-0-	23,557.01		
U. S. Fed. Aid Right-of-Way	234,018.60	3,900,823.00		
U. S. Fed. Aid Plans & Surveys	414,880.66	1,600,904.64		
U. S. Fed. Aid Trust Fund, Highway Act Reversion	14,007.03 Cr.	179,093.20 Cr.		
Refunds to the 104-70 Fund	-0-	30,007.84		
Vouchers Receivable BFR	2,346.06 Cr.	181,439.26 Cr.		
Miscellaneous Construction Receipts	90,000.00	353,725.28		
Net Motor Fuel Tax Receipts	3,074,664.08	16,611,376.66		
U. S. Oil Royalties Receipts	-0-	865,954.85		
Net Gross Veh. Wt. Tax Receipts	182,866.28	3,358,590.52		
New Automobile Caravan Tax Receipts	-0-	10,877.50		
Size and Weight Permit Fee Receipts	11,872.00	82,219.00		
Proportional Licensing Idn. Fees	1,556.00	56,776.00		
Violation Spec. Fuel Permit Fines	-0-	-0-		
Miscellaneous	10,576.47	10,576.47		
State Park Division General Fund Approp.	-0-	61,350.00		
State Park Division L. & C. Cavern Recept.	4,959.58	26,670.88		
State Park Division Concess. Fund Recept.	1,251.42	6,744.12		
State Park Division Canyon Ferry Receipts	100.00	1,607.50		
State Park Division Tiber State Park Receipts	75.00	537.50		
State Park Division Miscellaneous Receipts	196.13	2,359.40		
State Park Division Tiber Park Improv.	-0-	533.00		
Total Receipts to Date	\$5,963,955.59		\$52,030,648.97	
GRAND TOTAL			\$56,026,461.12	
Deduct Actual Expenditures for Period			46,156,922.50	
BALANCE IN FUNDS			\$ 9,869,538.62	
<u>GENERAL LEDGER ACCOUNTS</u>				
State Highway Fund		\$ 8,912,608.52		
State Highway Trust Fund		943,190.83		
State Park Div. 205 Fund		6,404.83		
State Park Div. General Fund		2,025.90		
State Park Div. Concess. Fund		1,251.42		
State Park Div. Canyon Ferry Fund		512.42		
State Park Div. Tiber State Park Fund		589.73		
Trust Fund - Fed. Aid Highway Act. - Balance	2,346.06			
Vou. Rec. BFR	609.51	2,955.57	\$ 9,869,538.62	

* Adjusted to JV to be made for August 1960.

HISTORICAL RECORD OF PRICES FOR PRINCIPAL CONSTRUCTION ITEMS
(Converted to Price Indices for 1937 - 1941 Base and 1950 Base)

Year	Unclassified Reinforcing (Per Cu. Yd.)	24" C.M.F. Culvert (Per Lin. Ft.)	Grade "W" Base Course (Per Ton)	Asphaltic Base Course (Per Gallon)	Base Course (Per Ton)	Plant Mix Base Course (Per Ton)	Structural Reinforcing (Per Pound)	Treated Timber (Per M.F.B.M.)	Glass "W" (Per Cu. Yd.)	Median Conc. Cu. Yd. (Per Lin. Ft.)	Type C-W Reinforcing (Per Rod)	Galv. Steel Sheet Pile (Per Lin. Ft.)	Composite Base Course (1950 Base)	Adjusted (1937-1941 Base)
1937- 1941	\$1.90	\$ 2.780	\$.776	\$.096	\$.778		\$.074	\$.069	24.886				54.32	100.00
1942	.280	3.000	1.390	.120	.750		.090	.141	40.000				75.78	139.53
1943	.195	4.000	1.200	.125	.950		.097	.073	155.000				69.06	127.14
1944	.204	4.000	1.010	.122	.750		.101	.093	161.180				66.15	121.79
1945	.220	3.790	1.160	.130	.880		.100	.080	36.570				72.05	132.65
1946	.360	4.380	1.050	.110	.680		.120	.089	41.570				85.14	156.76
1947	.300	4.560	1.530	.120	1.300		.153	.125	50.830				91.02	171.26
1948	.338	5.580	1.470	.196	1.040	4.500	.201	.164	66.910				109.41	201.44
1949	.271	6.000	1.281	.200	.950	4.148	.211	.148	66.940				101.76	187.35
1950	.398	6.000	1.271	.160	.856	4.819	.370	.146	62.510	1.75	6.00	4.22	100.00	184.11
1951	.348	6.070	1.325	.125	1.061	4.960	.233	.169	49.970	2.73	6.00	4.22	117.36	192.32
1952	.228	6.880	1.182	.141	.800	4.637	.226	.167	68.070	2.73	6.00	4.01	115.51	179.24
1953	.286	5.980	.941	.119	.700	3.093	.235	.158	61.940	2.45	6.00	3.12	102.78	169.10
1954	.211	6.199	1.010	.123	.650	2.588	.190	.138	58.255	2.27	6.00	2.72	95.98	154.63
1955	.267	7.097	1.139	.131	.792	2.796	.219	.151	51.721	2.48	6.00	3.34	105.25	176.33
1956	.342	7.567	1.374	.136	.929	3.984	.305	.174	59.345	3.65	6.00	4.20	133.79	214.86
1957	.273	6.928	1.154	.134	.752	3.223	.246	.148	51.370	2.73	6.00	3.92	114.77	188.51
1958	.320	7.174	1.210	.119	.792	3.300	.239	.154	49.230	2.85	5.67	3.53	112.01	192.14
1959	.273	7.948	1.177	.115	.756	3.110	.350	.149	61.180	2.89	6.00	3.15	110.90	201.71

Remarks: Price indices for 1937-1941 base and for 1950 base are not directly comparable for the reason that different items and different weighted averages were used for the separate indices

ALLOCATION PERCENTAGES FOR DISTRIBUTING STATE CONSTRUCTION FUNDS

PRIMARY SYSTEM

[illegible]

Notes: 1. Primary funds are allocated to the financial districts in proportion to the deficient Primary System mileage in each district.

2. Prior to FY 53-54 Urban funds were combined with Primary funds in the distribution of state construction funds.

3. Prior to FY 57-58 Interestate funds were combined with Primary Funds in the distribution of state construction funds.

SECONDARY SYSTEM

1. Prior to FY 53-54 Secondary funds were distributed to counties and Financial districts in proportion to deficient Secondary System mileage in each county and financial district.

1. Prior to FY 53-54, Secondary funds were distributed to counties and financial districts in proportion to deficient Secondary System mileage in each county and financial district. Beginning with FY 53-54 Secondary funds were distributed to counties and financial districts in proportion to rural road mileage. Rural population, value of rural lands and land area in each county and financial district.

ALLOCATION PERCENTAGES FOR
DISTRIBUTING STATE CONSTRUCTION FUNDS

URBAN FUNDS			INTERSTATE SYSTEM	
<u>Financial District and Urban City</u>	<u>FY 53 - 54 to FY 59 - 60</u>	<u>FY 60 - 61</u>	<u>Financial District</u>	<u>FY 57 - 58 to FY 60 - 61</u>
1 - Kalispell	4.2108	3.7419	2	2.5441
2 - Havre	3.4968	3.9889	4	4.9933
3 - Glasgow	- - -	2.4079	6	7.8042
4 - Glendive	2.2721	2.6376	7	16.3766
5 - Lewistown	2.8425	2.7565	8	21.5570
6 - Great Falls	17.5850	20.7076	9	11.6567
7 - Helena	7.6030	7.5325	10	10.6986
8 - Missoula	11.2089	10.1007	11	18.6743
9 - Anaconda Butte	4.8669 18.1234	4.4968 10.3759	12	5.6952
			Total	100.0000
10 - Bozeman Livingston	4.8976 3.3226	5.0099 3.0365		
11 - Billings	15.5732	19.5842		
12 - Miles City	3.9972	3.6231		
Total	100.0000	100.0000		

Notes:

1. Prior to FY 53-54 Urban Funds were included with Primary Funds.
2. Prior to FY 57-58 Interstate Funds were included with Primary Funds.
3. Urban Funds are allocated only to cities over 5,000 population in proportion to population of respective cities.
4. Interstate Funds are allocated to financial districts having Interstate System mileage in proportion to the estimated cost of completing the system in each district.

AVERAGE DAILY TRAFFIC AND ANNUAL VEHICLE MILES OF TRAVEL
ON EXISTENT PRIMARY RURAL HIGHWAY SYSTEM

YEAR	AVERAGE DAILY TRAFFIC										ANNUAL VEHICLE MILES OF TRAVEL (In Thousands)										EXISTENT PRIMARY RURAL MILEAGE
	PASSENGER CARS					TRUCKS AND COMBINATIONS					PASSENGER CARS					TRUCKS AND COMBINATIONS					
	MONTANA PASSENGER		OUT-OF-STATE PASSENGER		TOTAL PASSENGER	SINGLE UNIT		TRACTOR & SEMI TRAILER		TOTAL TRUCK	MONTANA PASSENGER		OUT-OF-STATE PASSENGER		TOTAL PASSENGER	SINGLE UNIT		TRACTOR & SEMI TRAILER		TOTAL TRUCK	
1940	224	78	312	13	4	19	2	331	479,028	198,343	635,371	26,390	8,120	4,061	38,571	671,942	5,461,746				
1943	165	23	188	11	6	4	21	209	333,946	46,551	380,507	22,264	12,144	8,096	42,504	423,011	5,545,144				
1946	265	99	364	16	7	4	27	391	537,582	200,832	738,414	32,458	14,200	8,115	54,773	793,187	5,597,841				
1947	252	110	362	44	10	5	59	421	511,313	226,798	738,111	89,715	20,390	10,195	120,300	858,411	5,558,300				
1948	283	115	398	53	10	7	70	468	570,625	231,700	802,325	106,842	20,160	14,110	141,112	943,437	5,552,250				
1949	299	135	434	58	16	10	84	518	601,179	271,894	873,073	116,678	32,187	20,117	168,982	1,042,095	5,510,270				
1950	335	146	481	61	17	10	88	569	678,928	296,652	975,580	123,722	34,480	20,283	178,485	1,154,065	5,553,956				
1951	370	156	526	62	19	12	93	619	750,135	315,825	1,065,960	125,645	38,504	24,319	188,468	1,254,428	5,553,959				
1952	400	175	575	71	22	12	105	680	810,861	355,439	1,166,300	144,013	44,624	24,339	212,976	1,379,276	5,553,959				
1953	423	179	602	68	30	14	112	714	897,814	363,170	1,260,984	137,918	60,846	28,396	227,160	1,448,144	5,553,959				
1954	445	178	623	68	28	12	108	731	905,724	374,554	1,280,278	138,723	57,121	24,480	220,324	1,484,612	5,556,944				
1955	497	178	675	69	30	12	111	746	926,972	360,603	1,287,575	139,811	60,787	24,315	224,913	1,512,488	5,597,455				
1956	484	183	667	78	28	10	116	783	978,332	386,359	1,364,711	160,182	57,501	20,537	238,220	1,602,931	5,603,505				
1957	484	189	673	99	43	13	115	788	1,008,599	378,024	1,386,623	121,420	86,493	26,753	256,666	1,643,289	5,644,697				
1958	490	175	665	64	40	13	117	782	1,021,451	363,541	1,385,002	133,442	83,402	27,105	243,949	1,628,951	5,706,070				
1959	504	181	685	70	41	12	123	808	1,046,072	375,603	1,421,675	147,365	85,142	24,980	255,427	1,677,102	5,686,664				

Note: Light panels and pickups are included with passenger cars.

AVERAGE DAILY TRAFFIC AND ANNUAL VEHICLE MILES OF TRAVEL
ON INTERSTATE RURAL HIGHWAY SYSTEM

Year	AVERAGE DAILY TRAFFIC					ANNUAL VEHICLE MILES OF TRAVEL (In Thousands)					
	PASSENGER CARS				Total of All Vehicles	Montana Passenger	Out-of-State Passenger	Total Passenger	Trucks	Total of All Vehicles	Rural Highway Mileage
	Montana Passenger	Out-of-State Passenger	Total Passenger	Trucks							
1947	433	289	722	97	819	189,922	126,528	316,450	42,515	358,965	1,200,500
1948	509	280	789	122	911	223,127	122,500	345,627	53,443	399,070	1,200,500
1949	534	315	849	141	990	233,067	137,508	370,575	61,544	432,119	1,196,056
1950	591	352	943	152	1,095	257,875	153,631	411,506	66,330	477,836	1,196,056
1951	672	363	1,035	161	1,196	292,594	158,197	450,791	70,123	520,914	1,193,445
1952	731	390	1,121	186	1,307	318,523	169,807	488,330	81,025	569,355	1,193,445
1953	791	408	1,199	202	1,401	344,689	177,616	522,305	87,995	610,300	1,193,445
1954	808	417	1,225	210	1,435	352,097	181,615	533,712	91,461	625,173	1,193,477
1955	822	423	1,245	214	1,459	357,929	184,143	542,072	93,284	635,356	1,193,477
1956	843	448	1,291	225	1,516	367,183	194,968	562,151	97,945	660,096	1,192,717
1957	842	422	1,264	224	1,488	365,214	192,703	547,922	97,284	645,206	1,187,583
1958	842	396	1,238	223	1,461	364,978	171,780	536,758	96,539	633,297	1,187,583
1959	859	405	1,264	235	1,499	373,002	175,669	548,671	102,015	650,686	1,189,617

NOTE:

Light panels and pickups are included with passenger cars.

AVERAGE DAILY TRAFFIC AND
ANNUAL VEHICLE MILES OF TRAVEL
ON SECONDARY RURAL HIGHWAY SYSTEM

<u>Year</u>	<u>Average Daily Traffic</u>	<u>Annual Vehicle Miles of Travel</u> (In Thousands)	<u>Rural Highway Mileage</u>
1947	106	114,520	2,960.940
1948	110	119,753	2,991.200
1949	120	130,954	2,981.491
1950	124	134,248	2,965.137
1951	133	150,120	3,094.807
1952	137	162,392	3,240.800
1953	144	177,814	3,384.634
1954	147	195,659	3,648.543
1955	148	214,901	3,971.118
1956	150	241,004	4,409.476
1957	142	249,702	4,817.305
1958	144	259,142	4,940.234
1959	154	283,801	5,064.199

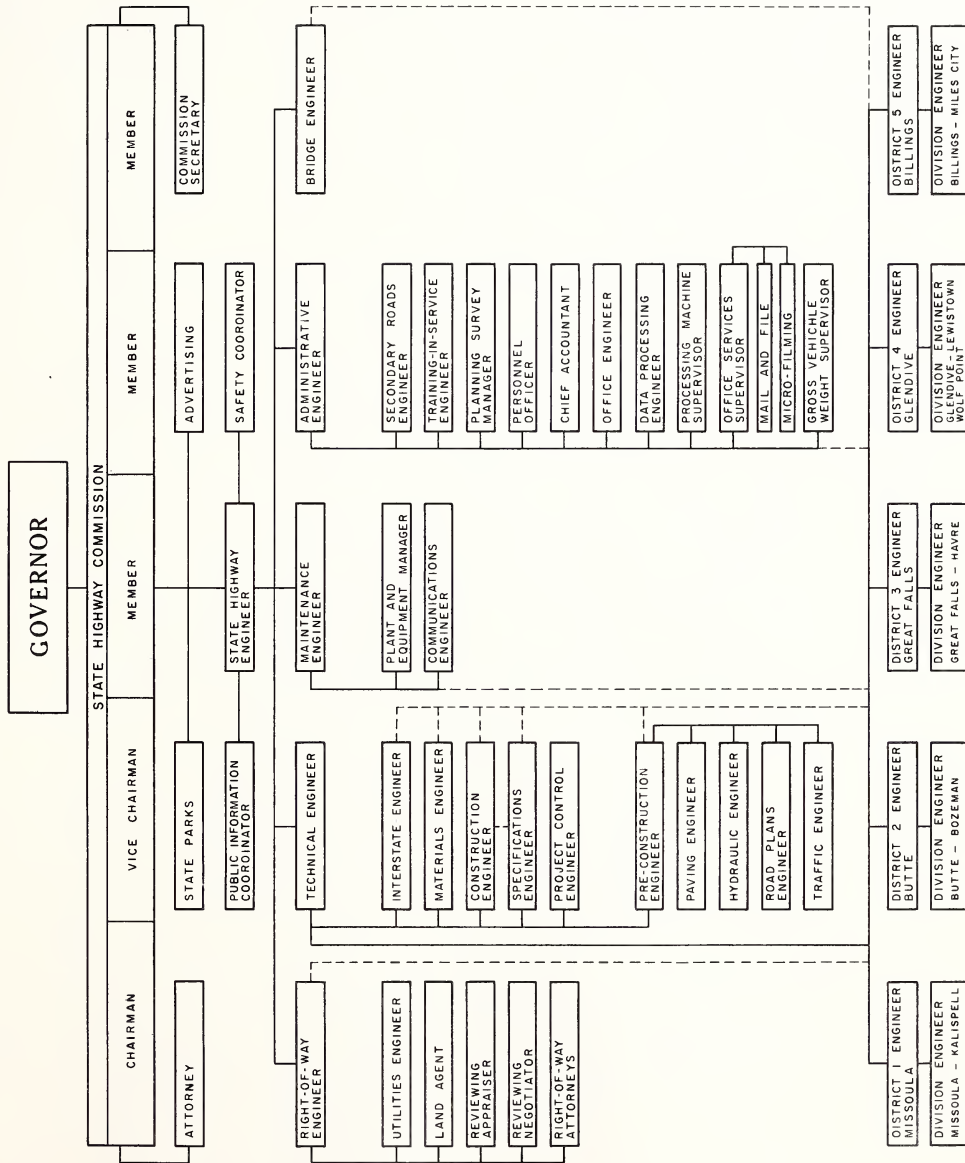
OF TRUCKS AND COMBINATIONS
ON PRIMARY HIGHWAY SYSTEM

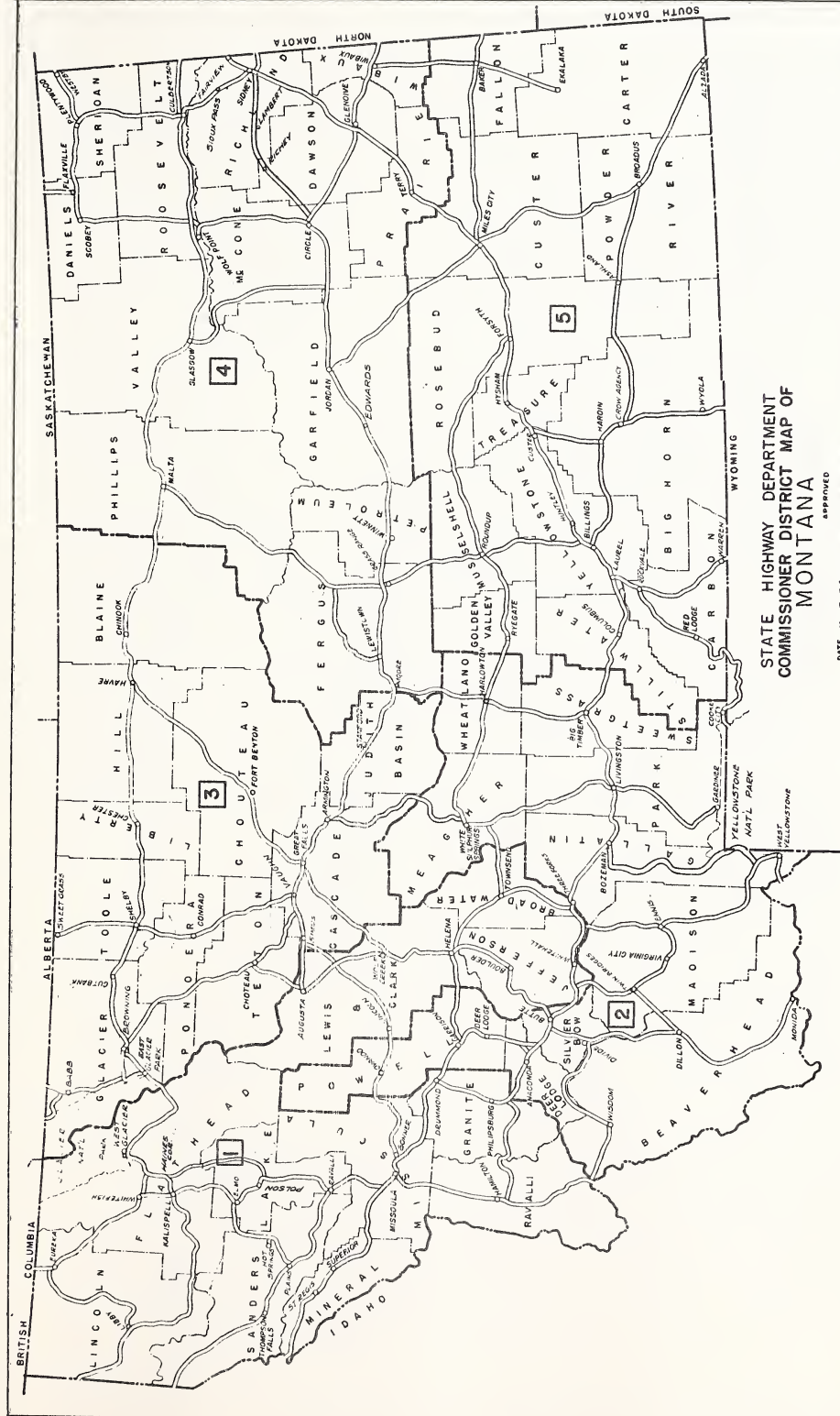
YEAR	SINGLE UNIT TRUCKS				TRACTOR AND SEMI-TRAILER COMBINATIONS				TRUCK AND FULL TRAILER COMBINATIONS				ALL TRUCKS AND COMBINATIONS				
	AVERAGE LOADING WEIGHT	AVERAGE TRUCK WEIGHT	PERCENT OF TRUCK TRAFFIC	PERCENT OF TOTAL TRAFFIC	AVERAGE LOADING WEIGHT	AVERAGE TRUCK WEIGHT	PERCENT OF TRUCK TRAFFIC	PERCENT OF TOTAL TRAFFIC	AVERAGE LOADING WEIGHT	AVERAGE TRUCK WEIGHT	PERCENT OF TRUCK TRAFFIC	PERCENT OF TOTAL TRAFFIC	AVERAGE LOADING WEIGHT	AVERAGE TRUCK WEIGHT	PERCENT OF TRUCK TRAFFIC	PERCENT OF TOTAL TRAFFIC	
1936	6,081	3,338	4,824	90.71	18.06	24,549	13,080	20,809	6.13	1.22	27,727	15,980	24,056	8,326	4,041	6,412	19.91
1943	10,389	4,971	7,443	82.38	21.88	37,390	18,182	30,232	11.86	3.15	53,983	22,532	44,514	18,083	6,708	12,286	26.56
1946	10,720	4,225	6,016	86.46	16.60	33,897	17,024	27,073	9.22	1.77	52,397	22,843	41,153	18,372	5,603	9,713	19.20
1947	11,562	4,591	5,772	86.86	18.04	34,683	17,995	26,127	8.91	1.85	46,200	26,433	38,491	13,638	6,712	8,974	20.77
1948	11,823	4,575	6,454	87.89	15.46	38,144	17,786	29,368	7.33	1.29	51,743	22,932	38,654	13,796	6,423	9,785	17.59
1949	11,554	5,522	8,020	82.36	16.11	38,800	22,276	33,848	10.63	2.08	59,035	26,894	45,195	20,388	7,782	13,562	19.56
1950	11,368	5,654	8,693	83.66	15.67	45,224	22,540	37,105	10.09	1.89	59,828	25,321	45,631	19,465	8,573	14,526	18.77
1951	10,549	5,527	8,079	82.06	15.28	40,811	23,473	35,359	11.12	2.07	66,230	28,758	47,678	18,772	8,469	13,822	18.62
1952	10,218	5,712	8,156	82.08	14.66	45,436	24,270	38,381	11.53	2.06	66,695	29,189	50,654	18,739	8,778	14,344	17.86
1953	10,443	5,571	8,175	77.40	14.18	45,560	25,106	39,395	15.39	2.82	68,805	29,468	53,467	21,746	9,140	16,280	18.32
1954	10,757	5,861	8,368	78.12	12.71	47,250	25,016	41,705	15.30	2.49	65,901	28,170	47,246	21,763	9,076	16,024	16.27
1955	11,077	5,702	8,772	79.05	13.41	46,028	23,257	38,887	15.03	2.93	65,794	27,685	52,791	20,762	8,877	15,917	19.50
1956	10,848	5,664	8,074	82.44	16.30	49,228	24,358	41,361	13.85	2.84	66,875	27,655	48,645	20,372	8,052	14,186	20.50
1957	10,869	5,893	8,576	76.20	12.90	49,161	25,499	44,644	18.37	3.11	70,239	28,855	58,798	23,037	8,946	18,251	16.93
1958	12,492	5,426	8,793	79.69	14.01	51,860	24,387	47,550	15.30	2.69	71,070	27,701	62,680	26,023	8,912	17,406	17.58
1959	10,546	5,796	8,679	78.53	15.40	53,810	25,585	47,480	16.62	3.26	65,441	27,780	56,449	23,417	8,310	17,454	19.61

Notes: Single unit trucks include panels and pickups.

Data taken from annual Loadmaster survey tables.

ORGANIZATION CHART STATE HIGHWAY COMMISSION

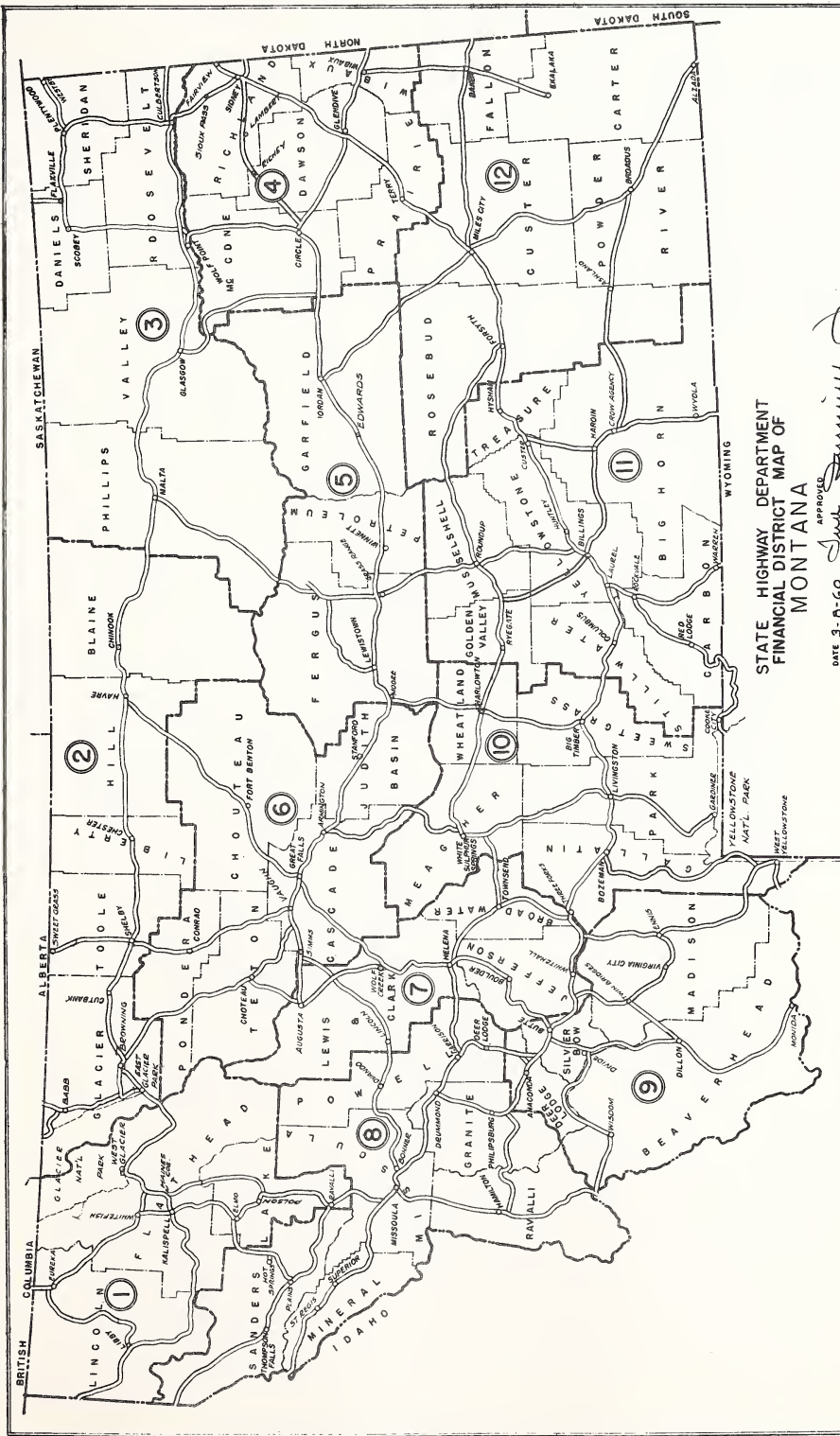




STATE HIGHWAY DEPARTMENT
COMMISSIONER DISTRICT MAP OF
MONTANA

DATE 11-25-51 BY STATE HIGHWAY ENGINEER
APPROVED

COMMISSIONER DISTRICT NUMBER
5

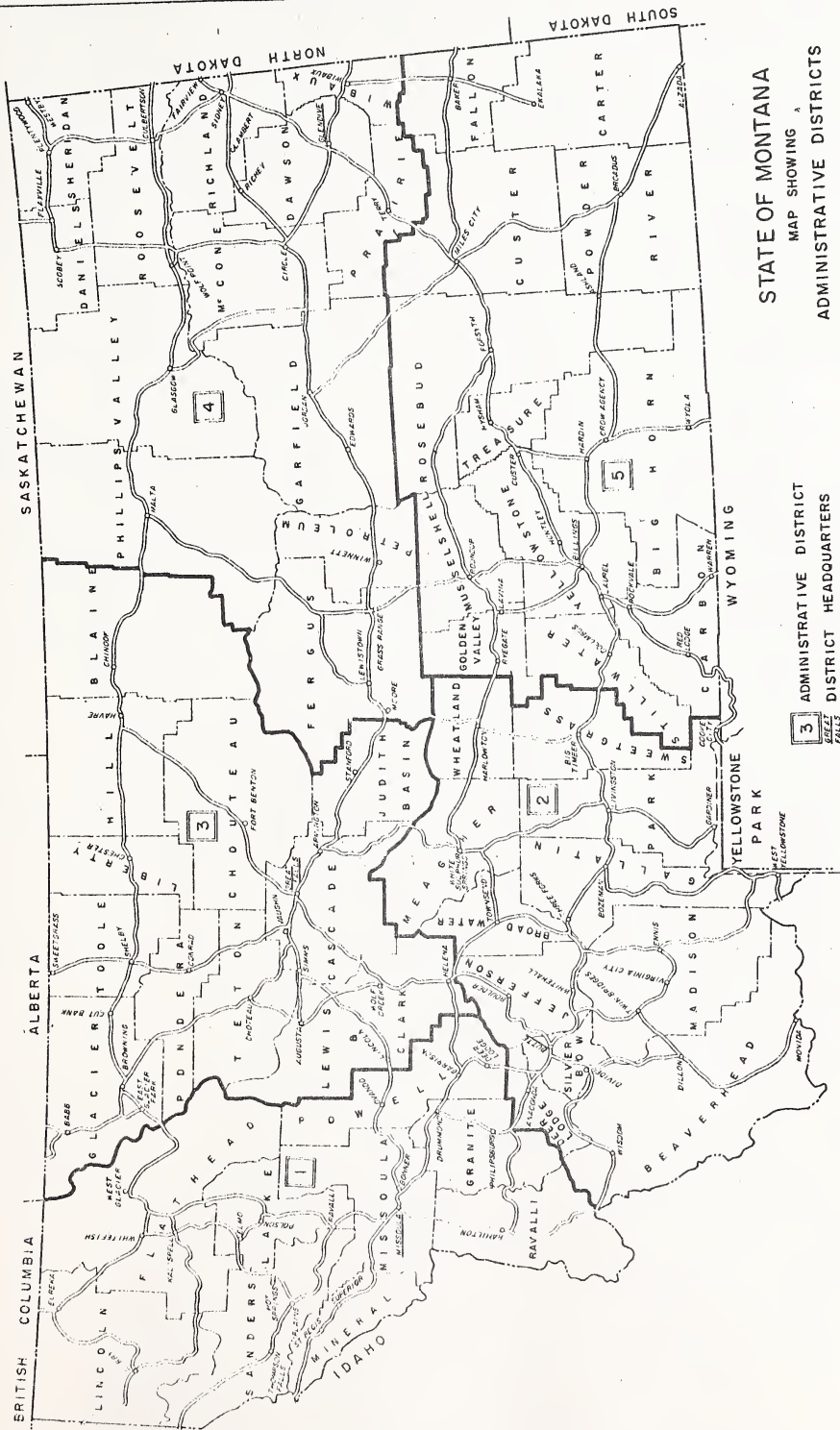


STATE HIGHWAY DEPARTMENT
FINANCIAL DISTRICT MAP OF
MONTANA

DATE 3-9-60 *Just* APPROVED
STATE HIGHWAY ENGINEER

DISTRICT
NUMBER

FISCAL YEAR ENDING JUNE 30



ADMINISTRATIVE DISTRICT
DISTRICT HEADQUARTERS
PRIMARY HIGHWAYS

20# Bonus
63 p. 603

